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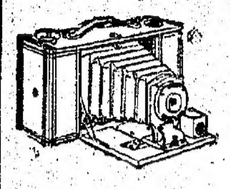

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All letters for publication should be written on one side of paper only.

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At Amoy, on June 7th, to Mr. and Mrs. L. I. THOMAS, a son. [819

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
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The Daily Press.

HONGKONG, JUNE 13TH, 1911.

SIR JOHN WOLFE BARRY, K.C.B., in his speech at the half-yearly meeting of the shareholders of the Eastern Extension, Australasia and China Telegraph Co., Limited, held in London last month, referred to two or three matters of more than passing interest to residents in the Far East. These were (1) the increasing cost of living in the Far East, particularly in the Straits Settlements, where the directors, after careful investigation, have found it necessary to substantially increase the remuneration of the staff (to the extent of £8,000 per annum) in that region "in order to fairly meet the new conditions" which have arisen in the last few years; (2) to the advance of £500,000 at 5 per cent. which the Eastern Extension and the Great Northern Telegraph Companies recently made to assist the Chinese Government in their endeavours to reorganise, improve and develop their telegraph and telephone services; (3) to wireless telegraph projects in the Far East; and (4) to the projected Imperial service of news telegrams to newspapers in the Far East. As regards the first subject, we need only remark on the statement that this increase in the cost of living in the Straits Settlements is of recent date—"in the last few years," the Chairman says. It leads one to wonder whether there is any relation between this rise in the cost of living and the adoption of a gold standard of currency in the Straits, and it would be interesting to have some information on that point. The topic of the speech of especial interest to Hongkong is that relating to the proposed establishment of a wireless telegraph station here. We regret to note that the Chairman was not able to add very much to what he told the shareholders of the Eastern Extension Company last November. Sir JOHN then said that, by an arrangement with the British Government, the Company was establishing a wireless telegraph installation at their Keeling-Cocos station and were contemplating installations at Singapore and Hongkong, but details in connection with the licences for these installations had not at that time been definitely arranged with the British Government. More than six months have passed since that statement was made, and the details do not appear to be settled yet. It was mentioned by the Chairman at the shareholders' meeting in London last month that the public service of wireless telegrams at Keeling-Cocos was opened at the beginning of March, but "the negotiations with the British Government for extending the wireless service to the Company's Singapore, Hongkong and other suitable stations are still proceeding, and ought soon to be satisfactorily settled." In Hongkong it is the general opinion that the negotiations ought to have been settled long ago. What has been the cause of all the delay is not stated. Apparently the blame rests with the Government in London rather than with the Eastern Extension Telegraph Co., for if this Company showed any reluctance to provide the installation it is well known that there would be no difficulty in finding other British firms who would be glad of the opportunity. We can only trust that the Colony may not have much longer to wait for the news that negotiations have been settled and that the installation will be put in hand forthwith.

The Chinese cruiser *Haichi* reached Gibraltar on May 27th, and arrived at Plymouth on June 4th.

Sunday's plague return showed seven cases and Monday's three, bringing the total for the year to 114.

Mr. E. W. Noel, who has been for many years in Kobe, has joined the firm of Noel, Murray & Co., Shanghai.

We have been informed by the American Consulate General that a telegram was received from Manila at 5 o'clock yesterday afternoon to the following effect: Typhoon or cyclone East of the Ladrones or Marianna Islands, direction unknown.

A wireless message from the R.M.S. *Empress of India*, sent at 10.00 p.m., Sunday, 11th June, when the vessel was 1,000 miles distant from Japan, advises all well and that the Commander expects to reach Yokohama at 6.00 a.m., Thursday, the 15th instant.

At the Magistracy yesterday a man was fined $25 for throwing a brick at an Indian. The Indian had gone to the assistance of a policeman, who, having made an arrest, was being made the subject of a very hostile demonstration by a crowd which threw stones at him. When the Indian went to his aid he was struck on the leg by a brick.

For stealing a quantity of rice which was probably worth about ten cents a coolie was yesterday at the Magistracy sentenced by Mr J. R. Wood to seven days' imprisonment. What doubtless weighed with his Worship in dealing with the defendant so exemplarily was the fact that the man had a specially constructed pocket in his jacket in which he stowed the rice.

A shop coolie was yesterday commended by Mr. Wood at the Magistracy for his plucky conduct in going to the assistance of a woman who was attacked by a man attempting to rob her of her bangles. The affair took place on Connaught Road, and when the woman called out, the shop coolie saw the man twisting the woman's arm behind her and trying to pull off her bangles. He tackled the assailant, and was himself attacked by the robber, who used a knife. Though severely cut on the arm the coolie did not relinquish his hold and kept a grip of his man until a policeman took him in custody. The defendant was sentenced to six weeks for the attempted robbery and six weeks' hard labour for resisting legal arrest.

Y.M.C.A. BUILDINGS FOR CHINA.

Mr. H. H. Hussey, of the firm of Shatuck & Hussey, architects, Chicago, is on a visit to the Far East in connection with the erection of Y.M.C.A. buildings in China, Japan, and the Philippines. It is stated that Hongkong is to have a new building both for European and Chinese branches; and Peking, Shanghai, Foochow and a number of other centres were also planning new buildings.

At Canton a sum of $26,000 has been raised in order to secure a gift from America of three times that amount.

The Foochow Association was offered (gold) $45,000, for buildings upon condition that (Mex.) $45,000, for suitable lots be guaranteed locally by June 1st. On the evening of June 1st a telegram was sent to New York stating that the people of Foochow had guaranteed the entire sum of (Mex.) $45,000.

TELEGRAMS.

[*Protected by the Telegraph Message Copyright Ordinance, 1894.*]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

CORONATION VISITORS.

LONDON, June 12th.

Prince Cheng and suite have left Moscow en route for London, where they will represent the Emperor of China at the Coronation.

MAGNIFICENT ASSEMBLAGE OF WARSHIPS.

LONDON, June 12th.

The Japanese warships "Kurana" and "Tone," under Vice-Admiral Shimamura, have arrived at Portland, where a magnificent assemblage of warships is gathered prior to the Naval Review.

FRANCE AND SPAIN IN MOROCCO.

LONDON, June 12th.

A Tangier message states that the Spanish occupied Alcazar on Saturday and were well received.

The French newspapers continue the liveliest protests against the action of Spain and even foreshadow a temporary rupture in diplomatic relations.

A MOORISH PROTEST.

LATER.

A Madrid telegram states that the Moorish Government has protested against the Spanish occupation of Alcazar.

THE SITUATION IN ALBANIA.

THE INFLUENCE OF FOREIGN OPINION ON TURKEY.

LONDON, June 12th.

A Constantinople dispatch states that though foreign criticism of the Government policy regarding Albania was at the outset resented as "foreign intervention" it has produced a strong impression and the Turkish newspapers are moderating their language now in consideration of any reasonable demands from the Albanians.

[FROM THE "N. C. DAILY NEWS."]

ITALIAN NATIONALITY.

SURVIVORS OF THE ENGLISH LEGION.

LONDON, June 6.

Telegrams from Rome state that nine survivors of Garibaldi's English Legion were a prominent feature at the inauguration of the monument to Victor Emmanuel II. They carried the Union Jack, the only foreign flag present, and were heartily cheered.

King Victor Emmanuel III. inspected them, saluted the flag and shook hands with them.

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An Australian news item. A Chinaman named John Francis Watson was sentenced at the Northam Police Court to four months' imprisonment for the unlawful possession of opium.

The opium was discovered in a cavity in his wooden leg.

SUPREME COURT.

Monday, June 12th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

APPEAL AGAINST A DECISION OF THE CHIEF JUSTICE.

The Full Court (their Honours Sir Francis Piggott, Chief Justice, and Mr. Justice Gomperts, Puisne Judge) delivered its decision on the appeal in the action between Harrison Midwood (respondent) and the Robinson Piano Co. (appellants) on a question of security.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Hind (of Messrs. Brutton & Hett), appeared for the appellants, and the respondent was represented by the Hon. Mr. C. G. Alabaster, who was instructed by Mr. Lewis (of Messrs. Johnson, Stokes & Master).

The Chief Justice, in the course of his judgment, said there was something almost grotesque about this case, so large a net of procedure having woven itself round the questions in dispute between the parties. The defendant being in England, the plaintiff brought an action there. The defendant returned to Hongkong, where he carried on business, and the plaintiff came out to Hongkong and commenced another action here. He immediately got caught in the trammels of two principles of procedure, for he had brought two concurring suits which made him subject to certain orders, and he was a plaintiff normally resident out of the jurisdiction. Being only temporarily resident here he must give security for costs now the defendant wanted a commission to examine witnesses in England, and he thereupon applied for the security to be increased. The first question raised on the appeal was an important one—Whether the security for costs ought to be increased by the costs of the commission, which raised the whole practice with regard to the costs of commissions to examine witnesses abroad. Security for costs covered normally and usually costs of the action. That was to say, the costs which a man knew he was liable to pay if he lost, when he started an action, abnormal costs should not be included. His Lordship disallowed in this case the costs of some protracted negotiations for the settlement of the action. Now, the costs entailed by a commission were abnormal. The party applying had to finance the commission. He might, or he might not, get the costs allowed ultimately, but that would depend on circumstances. *Prima facie*, they were costs in the cause, which meant that it was possible they might be disallowed on the application of the other party, and this followed from the nature of the application. A special case for the order had to be made out, and the party applied at his own risk. It seemed to his Lordship that it would entirely destroy the safeguard which having to find the expenses of the commission did undoubtedly afford, and would open the door to abuses if the defendant could get his commission and immediately afterwards compel the plaintiff to increase his security by this amount. Therefore the Chief Justice thought that these costs should not be included in the security. But where the plaintiff joined and agreed beforehand that the costs should be costs in the cause, then the conditions under which the order was made had changed, and they fell into the general principle that they had become costs in the cause with certainty, and therefore in this respect his Lordship's order was wrong. With regard to the other point, so strongly did he think that the equity of the case would be satisfied by making the shares the security, that he should have made the same order. But if a brother Judge thought it not equitable; if it did not appeal to him as equitable, his Lordship could not insist that it was equitable, and therefore he must acquiesce in other security being given, although he still thought it was. The costs of the appeal must be costs in the cause. The Court was not prepared to decide that in no case could security other than money or bond be accepted by the Registrar.

Mr. Justice Gomperts said he agreed with the judgment of the learned Chief Justice. He desired, however, to express no opinion at present as to whether the defendant, who had applied for a commission, could properly ask that the plaintiff's security should be increased so as to cover its costs. The point did not actually come up for decision in this case, but it seemed to his Lordship that the authorities might possibly support such an application for further security being made.

Mr. Pollock—I take it the judgment of the Court is that we are entitled to security for the full amount, and that the shares are not to be taken as security. With regard to the costs of this application, your Lordship ordered the costs to be costs in the cause. Might I venture to apply to the Court that the taxed costs of this present application ought to be included in the amount of security to be put up?

The Chief Justice—I think it is inevitable.

Mr. Alabaster—As your Lordship knows, the plaintiff in this case complied with an order of Court and then went home to England to attend the commission. I ask for time to comply with this order.

Mr. Pollock—Reasonable time must be given to communicate.

The Chief Justice—Yes, I think the solicitors had better agree to that.

Mr. Pollock—I would move formally that judgment be drawn up accordingly.

The Chief Justice—Yes, but the time is to be agreed upon.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ALLEGED BREACH OF COVENANT.

The hearing of the action was continued in which Frederick Reichmann of the Grand Hotel sued Mrs. Mary Uschmann for damages for breach of covenant and sought for an injunction restraining her from carrying on the business of a hotel keeper at the Station Hotel, Kowloon.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and the Hon. Mr. H. C. Pollock, K.C., instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) represented the defendant.

Mr. Potter, in continuing his address, referred his Lordship to the decision he arrived at in the action between the Union Marine Insurance Co. and Wong Chuen Cho, and dealt with the argument in that case.

His Lordship said there was nothing to prevent the husband of the defendant from carrying on this hotel; there was nothing to prevent the wife from living in the hotel; and there was nothing to prevent the wife from helping in the hotel.

Mr Potter said an injunction restraining the defendant would be of the greatest practical use to the plaintiff. The defendant had 25 years' experience. She was the lady who was running the hotel and doing the damage, and not the godown keeper. It was admitted in this case that the defendant was a person of great experience in hotel matters, and it was proved that she had a large business connection amongst the German community. And within six months of the sale of a hotel by her she was in fact negotiating with regard to the Station Hotel, as was proved by Mr. Ruttonjee, as far back as 1906. She was then contemplating taking that hotel when it was completed. With reference to the letter signed on the 18th November, which was used by the defendant to construe the covenant in the deed, there was one portion of that letter upon which Mr. Pollock had not laid emphasis. He submitted that this letter, as a matter of fact, really helped plaintiff in proving his case. The portion of the letter on which he relied to some extent read, "But it is only intended to prevent you from either obtaining a licence yourself, or in conjunction with others." He submitted that "in conjunction with others" could only mean that if the defendant took part in a licensed business in the way they had proved her to be taking part, she was in fact breaking her agreement. It was the intention of the parties that Mrs. Uschmann should be debarred from taking a prominent part in the management of a business such as this, because it was well known to all the parties that if she did take a prominent part she would attract many customers.

His Lordship thought a case of suspicion was not sufficient, and although he did intend to give judgment on those lines, in deference to Mr. Potter's very strenuous argument, he proposed not to give judgment that day, but to write a judgment, and if he found it necessary to alter his opinion he might do so. He would let the parties know. Mr. Potter's argument was extremely forceful and strenuous, and his Lordship thought it required more consideration than he had already given it.

The hearing of the case was adjourned.

BATHING ACCIDENT IN HONGKONG.

GOOD RESCUE WORK.

Bowrington Canal was the scene of a bathing accident on Sunday morning, when some ten Chinese boys had stripped and were disporting themselves in the water. It is doubtful if any of them could swim, but all went well until two of them got out of their depth and sank. Immediately the alarm was raised. An employee in the Naval Yard named Lam Kau promptly jumped into the water and pulled out one of the boys, and in the meanwhile Dr. F. Kew and Mr. A. Course, traffic superintendent of the tramway, who were within hearing of the cries of alarm, hurried to the banks of the Canal, where they commenced to work on the insensible boy. A few minutes later Police Sergeant Gerrard came on the scene and together they laboured to set up respiration for almost an hour before they saw their efforts rewarded with success. The boy was restored to consciousness, and proved to be little the worse for his misadventure. While this work was proceeding a youth named A. R. Samy jumped into the water and swam and dived until he caught sight of the missing boy. He was brought to the surface, but was beyond human aid.

THE DERBY RUNNERS.

There were as many as 23 runners in the Derby. A private wire to Singapore gives the following list:—

1. Mr. J. B. Joel's Sunstar, 13/8, by Sundridge—Doris.
2. Lord Derby's Stedfast, 100/8, by Chaucer—Be Sure.
3. Capt. Forester's Royal Tender, 25/1, by Persimmon—Tender and True.

Also ran, Phryxus, Eton Boy, Cellini, Pietri, Adam Bede, Bachelor's Hope, King William, Sobieski, Royal Eagle, Long Boat, Sydmonton, Maaz, Bannockburn, All Gold, Atmah, Kel D'or, Zerzal, Bridge-of Allan, Colt by Ayrshire—Chelys, Duke of Lancaster, Romeo, Normint, Allan Melton, Lycaon and Shetland.

RUMOURED GOLD FIND IN PERAK

An Ipoh telegram to the *Singapore Free Press* says:—

A rumour is current that Mr. Foo Choon, the well-known Perak tin mine owner and capitalist, has "struck it rich" on his gold-bearing land in Batang Padang district.

"Gold found in big lumps," says the report. Foo Choo Choon is now in Singapore.

The gold found round Batang Padang is so far all alluvial.

LOCAL SPORT.

LAWN TENNIS LEAGUE.

C.C.C. v. Y.M.C.A., played on Saturday and resulted as per scores:—

Hickling and Joseland beat Tappin and J. Braga 9-2.

Hickling and Joseland beat Lammert and Rose 10-1.

Hickling and Joseland beat Basa and E. Braga 9-2.

Storey and Williams beat Tappin and J. Braga 6-5.

Storey and Williams beat Lammert and Rose 7-4.

Storey and Williams beat Basa and E. Braga 7-4.

Viveash and Viveash beat Tappin and J. Braga 6-5.

Viveash and Viveash beat Basa and E. Braga 8-3.

Viveash and Viveash lost to Lammert and Rose 3-8.

Totals: Y.M.C.A., 65; C.C.C., 34.

THE OPIUM CAMPAIGN IN YUNNAN.

A correspondent of the *N.-C. Daily News*, writing from Chaotung, says:—

A few years ago, in the spring time the plains and uplands were white with the beautiful poppy flower, and when one looked down from some hill on to a long stretch of poppyland in flower, it was like looking on a big fall of snow which somehow had missed the hills and clung to the plains. Now all is changed, and instead of the dazzing white one sees long stretches of the golden mustard flowers. The sight is just as beautiful and much more comforting.

Many of the farmers are still hoping that in time the opium will come back again. In the Weining corner of Kweichow, where these notes are at present being written, opium can still be found. In a journey of a fortnight we came across a number of fields in full bloom. The officials are largely at the mercy of the runners and these are as venial as usual. It must be stated, however, that the patches of opium are found in places off the main roads as a rule and they are not numerous. They are, however, dangerous, for they keep alive in the hearts of the farmers a hope that before long some change in official *régime* will bring back the old days once more.

At Weining I was told that the rising in favour of opium at Pientan between Weining and Ashuan, was at an end, and that the opium which was the cause of the trouble had all been rooted up. At last the officials of Kweichow have taken up the campaign in earnest and are doing what should have been done two years ago. Possibly the fact that Sir Alexander Hosie is due there very soon may have something to do with their stern measures. For the sake of the people there should be a recognized uniform policy which is easily understood. To act in such a way as to lead the people to believe that the proclamations against poppy-growing are on a par with many other "face" proclamations is to sow the seed of great trouble which may result in the loss of many lives.

THE STRAITS SHIPPING RING.

PEACE TERMS MADE IN LONDON.

SECRET REBATES ABANDONED.

A special London telegram to the *Straits Times* dated the 3rd inst. says:—

"Sir John Anderson, Governor of the Straits Settlements, in conference with shipowners representing the Shipping Ring, has successfully negotiated a settlement.

"It entails the ending, at December 31, 1911, of the special agreement with the big merchants under which they receive what is known as the "secret rebate," but all rebates in respect of cargoes shipped meanwhile will be paid, whether the shipper continues to support the Conference or not.

Thereafter, the agreement entered into will be subject to triennial revision, but at the end of every three years rebates on cargo shipped during the triennial period will be paid similarly to those during the current year, so that shippers will not lose even if they leave the Conference.

The Straits Freights and Steamships Ordinance will, in consequence of this agreement, be repealed.

It is understood unofficially that the Conference will pay a lump sum to the big merchants as compensation for their loss of the "secret rebate."

As far as we can judge, from the message of our special correspondent, says the *Straits Times*, the agreement arrived at should prove quite satisfactory. The "secret rebate," a special and peculiarly objectionable feature of the Straits Homeward Conference, disappears at the end of the current year.

The second portion of the message is not so clear, but the interpretation we place upon it is as follows:—

(1) The compact entered into by Sir John Anderson and the shipowners will be subject to triennial revision.

(2) The Conference will continue the system of deferred rebates, but will not have the right to withhold them in the event of an exporter breaking away, and shipping by a non-Conference steamer.

The latter interpretation is subject to correction on additional information. There does not seem to be much purpose in a deferred rebate which has no decisive, binding effect on the shipper; but it is possible that qualifying clauses have been inserted in the agreement to meet this objection.

A CHINESE HONEYMOON.

We referred recently to a story told of an English girl, married to a Chinese student in London, who had accompanied her husband out to the far western capital, only to find that he had already been married before he left for England. The *Peking and Tientsin Times* now states that a report on the case has been received from Acting-Viceroy Wang Jen-wen of Szechuan. From this report it is gathered that the British Consul at Chengtu endeavoured to persuade the girl to return to England because she was not legally married under English law, or indeed, it would appear, under Chinese. Notwithstanding the Consul's exhortations, the girl expressed her determination to stay, and the Viceroy states that on the request of the British Consul, he himself ordered the girl to go back to England. Not even for the Viceroy of Szechuan, however, would she move, and his Excellency has accordingly telegraphed to the Waiwupu for instructions. But what, short of sending down a regiment of soldiers, can even Peking effect in such a case?

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

Paris, May 19th.

FRENCH LITTERATEURS.

The opinion expressed recently that there are no books worth reading in France since the death of great authors is certainly not flattering to French literature. As it is impossible to recall the past, those who find fault with present-day novels are compelled to confine their reading to old authors. It is erroneous to conclude that there is no talent in the young and new blood of to-day; a different class of writers has sprung up who write in accordance with the tendency of the age. What cares the majority of the present generation for the works of old authors? Very little, if at all. True, there are some exceptions, as we shall see. Thus, the advanced school boy, whose reading is bounded by the works of Dumas père and Victor Hugo, would sing the praises equally of "Les Trois Mousquetaires" and "Les Misérables," while the omnivorous book-lover whose range of acquired fiction extends from Dumas to Pierre Loti, would confess that the Abbé Prévost, Victor Hugo, Stendhal, George Sand, Honaré de Balzac, and Gustave Flaubert have all in their turn held his imagination captive. Masterpieces they have all written in their day, and they represent so many literary gems that can never die so long as the world is a world. Who can say which is the best French novel? To select one among them as uniting in a superior degree all the good qualities of fiction would be a task beyond the discriminating faculties of a Macaulay. Certainly the question is one which is not settled by an appeal to reason. If we prefer "Les Misérables" to "Madame Bovary" or "Manon Lescaut," that is enough; we do not care to say why. And this can more readily be affirmed of fiction than of any other class of literature. Therefore, any attempt to establish a ladder of merit by public consent can only result in a dozen or more authors finding a place on the topmost rung.

The subject of the best work of fiction in the French language is one which continues to create a great deal of interest. Which is the best French novel? Which is the spurious masterpiece? are questions which have revealed a diversity of views. Newspapers and others have put the two questions to nearly all modern French intellectuals, with the result that many have wisely begged to be excused from committing themselves. A decisive answer has been forthcoming in only one or two cases. Taken on the whole it seems that Flaubert, Balzac, and the Abbé Prévost are most in favour, Victor Hugo, Stendhal, George Sand, and Dumas père have the suffrage of some, and the claims of Pierre Loti and M. J. H. Rosny aîné among modern authors are not overlooked. Strange to say, no mention is made of Henri Murger and Guy de Maupassant, while, the name of Emile Zola is not even whispered! Spurious masterpieces are laid to the reckoning of Dumas fils, Chateaubriand, Honoré d'Urfé, M. Jean-Jacques Rousseau, and his disciple, Bernardin de Saint-Pierre.

We may be excused when M. Alfred Mézières the veteran Academician, finds it extremely diffult to name the best French novel. The most pathetic, he thinks, is the Abbé Prevost's "Manon Lescaut," the most romanesque George Sand's "Mauprat." M. Rosny aîné, the author of "La Vague Rouge," asks how one can be expected to choose between Balzac's "Père Goriot" and "Cousine Bette," Stendhal's "Le Rouge et le Noir," Flaubert's "Madame Bovary" and a dozen others. Deputy Charles Benoist declares "Les Trois Mousquetaires" the best novel—thus being alone in his preference for the cape and sword books of Alexandre Dumas. In the opinion of the historian Gilbert Auguste Thierry, "Les Misérables" stands alone, and adds that no novel of any other country equals that masterpiece of Victor Hugo. Madame Sévérine shares the opinion of M. Thierry. It is a book which all hard-hearted and selfish persons should read, as it is a work that tends to alter their disposition. M. George Ohnet believes that the best French novel is probably "Le Père Goriot" by Balzac; he is equally favourable towards "Le Rouge et le Noir" by Stendhal. Contemporary writers should not be disdained, as Academician Henri Welschinger tells us; his choice of modern works fastens itself upon Pierre Loti's "Pêcheur d'Islande." "La Cousine Betie" and "Manon Lescaut," cannot be passed lightly over. M. Henry Kistemaekers, the dramatist, like M. Léon Bailby, the director of "Intransigeant," supports the claims of "Madame Bovary." M. Jules Huret, whose sketches of modern nations occupy a high place in contemporary French literature, has a decided preference for Flaubert's "Education Sentimentale", while Stendhal's "Chartreuse de Parme" is the favourite work of M. Pierre Mille, the well-known professor of declamation. Non-committal is Mdme. Marcelle Tinayre whose book "Maison du Péché" is so popular. "These is no best French novel," she writes; "there are several with equal claims to admiration. Among living writers it seems to me that M. Rosny aîné has given us in 'La Vague Rouge' the best novel in a time when lisping, infantile literature and a false simplicity are the fashion." M. Henri Rochefort declares that "the most human, the most ingenious, the best constructed novel of all is 'Les Lidisons Dangereuses' of Choderlos de Lacros, published in 1782. Modern littersteurs are not at all willing to name spurious French masterpieces; the general tenour of the replies is that there are so many that it is impossible to single out one for special mention. M. Rosny aîné considers "Les Martyrs" by Chateaubriand a much over-rated novel. M. Thierry makes an onslaught on "La Dame aux Camélias" of Dumas fils, and Mme. Tinayre places it with Honoré d'Urfe's pastoral novel, "L'Astrée," among spurious French masterpieces. M. Bailby condemns J. J. Rousseau's "Nouvelle Héloïse." Bernardin de Saint-Pierre's idyll "Paul et Virginie" is described by M. Jourdain as the most spurious, pretentious, mis-shapen, and wearisome of books that have been given the title of masterpiece.

A SENSE RECOVERY.

Everybody at Amiens in the North of France is talking of the strange event which occurred there a few days ago. A woman who had been dumb for the last six years—though her other senses were perfect—suddenly regained the use of her tongue during a thunderstorm which visited Amiens last week. She is now reported to be speaking once more without difficulty. All previous electrical treatment failed to take effect on her, strange to say.

PENNY POSTAGE.

Anglo-French penny postage is in sight; its realization is only a question of time. The only difficulty in the way of the new development is the making good of the loss—as loss there must be at first. The Minister of Finance is hopeful of finding a solution before long; the sooner the problem is solved the better it will be for the commercial worlds on both sides of the Channel.

PLAY BANNED.

The banning by the Archbishop of Paris of M. Gabriele d' Annunzio's new mystery play, "The Martydom of St. Sebastian," for which M. Claude Debussey has written the music, and which is to be produced next week at the Chatelet Theatre, has created a great sensation in theatrical circles and elsewhere. The Archbishop has issued a notice to his flock reminding them that at the last Diocesan Congress Catholics were earnestly advised not to attend theatrical performances offensive to Christian consciences, consequently Catholics are not to see the new play. As, however, religion now-a-days in France, and in Paris in particular, is next to a thing of the past, not many, it is expected, will abstain from the Chatelet Theatre. The Archbishop's recommendation clearly applies to the play in question, which is to put on the stage and disfigure in the most improper circumstances the history of one of our most glorious martyrs. Notices regarding the play have been sent to all the Paris clergy, no doubt with a view to working up a "boom." The part of the Saint will be played by Mdlle. Ida Rubenstein, who, according to the author, realises his dream of an interpreter. M. Debussey describes this young lady about whom he raves as "an extraordinary creature who incarnates the very type of ecstacy in the defence of faith as it has appeared for centuries to the imagination of artists and to the fervour of the devout, and who has just enough muscle necessary to support a drapery of contemplation and grief." All modern expressions have been rigorously excluded, nothing younger than 400 years being admitted. As Mdlle. Rubenstein does not speak Italian the play has been written in French in octo-syllabic verse.

MOROCCO.

The latest news from Morocco describe the situation at Fezas most alarming, and the French readily credit this report now. They are prepared for the worse. Those imprisoned in Fez are practically at the mercy of the rebels, which may account for the rumour that several Europeans have made common cause with the invaders, thus hoping for safety. Relief is urgently needed without doubt, as the gallant defenders can do very little more owing to scarcity of food and ammunition. Those who are coming to their help are bravely cutting their way through hostile tribes, and getting over the ground as quickly as circumstances will permit. If the Sultan, as reported, has abdicated in favour of his brother thinking to avert further bloodshed, the situation will become more complicated than ever for France, and a new arrangement will have to be agreed to by the Powers. We ought soon to know the truth; whether the Europeans are still safe, or whether they have been massacred, as some say they have.

If this be the case, steps will have to be promptly taken accordingly. One fervently hopes that the gallant French rescuers will succeed in their difficult mission, and receive those imprisoned in Fez, and who are on the point of starvation and submission through no fault of their own.

OPEN-AIR THEATRES.

The open-air theatres in the neighbourhood of Paris are to be more numerous than ever this summer. Many of these open-air performances, or *cafés concerts*, by which name they are known, are done by the best artists, often embodying the finest manifestations of French histrionic talent, as is the case at Bohemian Montmartre.

THE CORONATION.

INVITATION TO VETERANS.

A Press communiqué states:—"His Excellency the Commander-in-Chief in India will on the part of the Government of India issue invitations to be present at the Coronation Durbar at Delhi to (1) veterans in possession of the medal for (a) the Sikh Wars (1845-49); (b) the Crimea (1854-56); (c) the Persian War (1856-57); (d) the Mutiny (1857-58); as invited to the Durbar of 1903; (2) Indian Officers on pension or active list who have performed a term of orderly duty at the English court; (3) Indian officers and soldiers on pension or on the active list who are members of the Victorian Order or of any Indian Order. Those on the active list whose regiments will be at Delhi will not, of course, be invited. Those who are invited will receive their railway passages to and from Delhi and a suitable allowance for their maintenance while in camp at Delhi. Tents will be allotted to them and electric light and piped water will be laid on to their camp. The camp will be in charge of a small staff of military officers whose duty it will be to attend to the comfort of the guests.

COMPANY MEETINGS.

CEMENT TILE WORKS, LTD.

The seventh annual general meeting of the A. Butler Cement Tile Works, Ltd., was held recently at 121, Szechuen Road, Shanghai, there being present Messrs. A. W. Burkill (who presided), F. E. Schnoor, C. R. Burkill, and C. W. Thomas.

In moving the adoption of the report and accounts, the Chairman said the directors greatly regretted the result of last year's working. As most of those present were intimately connected with property, they could fully appreciate the reason of the falling off in profits. They could only hope that property would soon show signs of improvement and the building trade revive. They had had their fair share of the little work done during the past year, so could not complain on that point, and it was satisfactory to know that their manufactures were not losing ground. Turning to the accounts, it would be seen that plant and machinery and amount of building stood at a very low figure. As regarded their stocks of finished products and raw material, these had been taken at a very low figure and sales made of them all showed a good profit. In view of the working of the company during the past year, the directors had waived their fees.

Mr. F. E. Schnorr seconded the resolution, which was adopted.

The appointment of Mr. J. Ambrose as a director was confirmed, and Messrs A. W. Burkill and C. W. Thomas were re-elected directors. Mr. Wuilleumier was re-elected auditor.

EASTERN EXTENSION TELEGRAPH CO., LTD.

The seventy-fifth half-yearly ordinary general meeting of the Eastern Extension, Australasia and China Telegraph Company, Limited, was held on 16th ult. at Electra House, London, Sir John Wolfe Barry, K.C.B., presiding.

In the course of his customary statement the Chairman said:—The gross receipts of the company for the half-year under review amounted, in round numbers, to £337,000, against £315,000 for the corresponding period of 1909, showing an increase of £22,000, which it is satisfactory to find spread over the whole of the company's system. The working and other expenses amounted, in round numbers, to £154,000, against £143,000 for the corresponding period of 1909, showing an increase of £11,000. When I had the pleasure of meeting you six months ago I referred to the cost of living in the Far East, particularly in the Straits Settlements, having risen very considerably in the last few years, and stated that your directors had found it necessary, after a careful investigation of the present circumstances, to substantially increase the remuneration of the staff in that region in order to fairly meet the new conditions which had thus arisen. This additional remuneration accounts for nearly £8,000 of the increased expenditure under review, and as the special allowances granted to the staff towards the end of last year were made retrospective from Jan. 1, 1910, the amount (£8,000) represented twelve instead of six months' special remuneration. The amount in the present accounts is consequently nearly double what it would have been under ordinary circumstances. Comparing the figures for the whole year, the net profit for the year 1910 was £70,000 more than in 1909.

You will have learned that the Eastern Extension and Great Northern Telegraph Companies have been able to assist the Chinese Government in their endeavours to reorganise, improve, and develop their telegraph and telephone services by advancing to them for these purposes £500,000 at 5 per cent. interest on account of, and on the security of, the moneys payable by the companies to the Imperial Chinese Telegraph Administration under their existing agreements. In meeting the Government's requirements on such terms your directors have had in view not only the strengthening of the good relations which, happily, have so long existed between the Chinese Telegraph Administration and the Eastern Extension and Great Northern Companies, but also the material benefit which the expected improvement in the Chinese telegraph service would confer on their international cable service. The Eastern Company are assisting this company in making this advance, and the transaction will be shown in the next half-yearly accounts as a reserve fund investment.

At the last general meeting I referred to the wireless telegraph installation then in course of erection at the company's Keeling-Cocos station, to enable telegrams to be exchanged between passing ships and that remote place. The installation has since been completed, and the public service was opened on March 2nd last. So far the traffic has been rather disappointing, but as the facilities become better known and appreciated by shipowners and the public at large, and as the shipping traffic develops, we trust that better results may be obtained. The negotiations with the British Government for extending the wireless service to the company's Singapore, Hongkong and other suitable stations are still proceeding, and ought soon to be satisfactorily settled.

When addressing the shareholders of the Eastern Company a year ago I mentioned that the Associated Companies had long been anxious to make some special arrangement whereby a considerable addition to the volume of British Imperial news might be distributed throughout the whole of the Empire, so that our colonies and dependencies might be more in touch with the facts and ideas of the Mother Country. It was not an easy matter to bring about a practical scheme acceptable to everyone, and after much consideration and consultation with those interested in this important matter, we were able to begin a service by arrangement with Reuter's Company. The arrangement enabled that agency to have the distribution of 150,000 words per annum of Imperial news at Aden, which place is *en route* to all the Eastern colonies and dependencies of Great Britain. I also mentioned that the news on the way to Aden, after being made use of at Gibraltar, Malta, and Egypt, was sent on to South Africa, and also supplied to the British possessions on the east and west coasts of the African continent. This news service has since been granted to India, and negotiations have been in progress for some time past for extending it to Australasia and the British colonies in the Far East, which negotiations it is hoped will soon be brought to a satisfactory termination. I now move the adoption of the report and accounts and the declaration of the dividend.

The Marquess of Tweeddale, K.T., seconded the resolution.

Replying to questions, the Chairman said the time had scarcely arrived even to consider the possibility of paying an increased dividend. He concurred in the tribute paid to the administration of the staff. With reward to the suggested bonus to the staff at the Coronation, the matter would have the consideration of the Board.

The motion was carried unanimously; the retiring directors (Mr. F. A. Bevan and the Hon. A. G. Brodrick) were re-elected; and a cordial vote of thanks to the chairman and directors and staff terminated the proceedings.

RUBBER ESTATES OF JOHORE (LIMITED).

The ordinary general meeting was held last month at the London Chamber of Commerce. Sir Frank A. Swettenham presided.

The representative of the agents and secretaries, Harrisons & Crosfield (Limited), read the notice calling the meeting.

The Chairman moved the adoption of the report, and in the course of his address said:—What will give you most satisfaction is the knowledge that tapping will begin this year, and in a recent letter from Mr. Stewart (the acting manager) he says that he may be able to start the work this month. The rate of progress from this time forward will probably depend upon the rapidity with which it will be possible to educate a sufficient force of tappers to do the work skilfully without neglecting the weeding of the rest of the estate. We are in great hopes that our Tamil labour force will be largely increased this year, for this class of labour is the best and cheapest, and we are doing everything that is possible to attract Tamils to the estates. As pioneers of rubber planting in this part of Johore we have had to pay the penalties of all pioneers in a country of uninhabited forests. We brought to our work a larger cash capital than I think has been at the disposal of any other Malayan company, and we have spent a very large sum in complying with the obligation we undertook. We planted 1,488 acres on the Gomali and Block 4 Estates, and we have planted 1,893 acres on Sungei Senarut and Block 3. Those to whom we sold the Gomali Estate undertook to plant a further 1,000 acres, and the North Labis Company undertook to plant the same quantity so that our undertaking, as original *concessionnaires*, to plant 5,000 acres before May, 1914, will be satisfied next year, and this company will then come into possession of 15,000 acres, with all the advantages of the concession.

THE JOHORE GOVERNMENT GRANTS.

Though we have faithfully performed, or arranged to perform, our part of the contract, we have not yet been able to obtain from the Johore Government grants for even the area to which we are already fully entitled. For more than 12 months we have been endeavouring to get these titles in order to satisfy our obligations to the Gomali and North Labis Companies, but up to the present the Johore Commissioner of Lands has, for reasons which we cannot understand, declined to give us grants in terms of the Sultan's concession. We ask for nothing more than those terms, and as we have already spent a large sum on surveys and have complied with our part of the contract, so far as at least 16,000 acres are concerned, we cannot understand what possible reason there can be for delaying the issue of the grants, or for expecting us to accept titles which do not clearly set out the special terms on which the concession was granted. We cannot obtain from the North Labis Company the shares to which we are entitled until we are able to transfer the land we have sold to them. You have had to wait a long time, but the era of dividends is now in sight, and so far as we can judge your patience will be rewarded.

Mr. Arthur Lampard seconded the motion, which was agreed to.

KEPONG (MALAY) RUBBER ESTATES (LIMITED).

The annual general meeting was held at the Great Eastern Hotel, Liverpool-street, E.C., Sir Gordon Blennerhasset Voules presiding.

The Chairman said that the issued capital now stood at £25,000, as compared with £22,500 at the end of 1909. The year's expenditure included a new factory complete for curing their own rubber, in addition to new bungalows for their manager and his assistant and two further sets of coolie-lines. They had finished up the year with a cash balance of £14,414. Their estimated output of rubber was 35,000lb., whereas the total amount sold was 46,358. In the course of the year they had planted 68 acres and opened up another 60 acres, which, owing to the bad weather, they were unable to plant at the beginning of the year. There was a regular labour force of 376, which in addition to contract work, was sufficient to cope satisfactorily with the 723 acres now under cultivation, but not sufficient to develop the property as rapidly as they could wish. There were, however, ten recruiting agents in the South of India, and shareholders could rely upon every effort being made to open up fresh ground as rapidly as possible.

They started the present year with an estimated output of 100,000lb. of rubber. They had sold 50,000 lb. at 8s. 6d. per lb., and he thought they could congratulate themselves, apart from whatever they might reckon the balance, on the result. There were no pests in the way of deer, pigs, or other marauders, but, of course, like all other estates in Malaya, they had the fomes and white ants always with them more or less. In June last their manager reported that he did not think they need have any cause for alarm. All trees were carefully watched by the Kanganies, and wherever infection was detected immediately steps were taken to deal with it. Owing to an unusually severe cyclone last month, 40 trees were uprooted and 140 broken off at the top. Fortunately, precaution had been taken fully to insure not only against fire but also against tempest. Referring to the staff in the East, the Chairman said that they had a thoroughly capable manager in Mr. Dunbar Fraser and a most promising assistant in Mr. Waller, and their visiting agents, Mr. H. R. Quartley and Mr. Arthur Fox, both eminently capable men, reported most favourably on the way in which the estate was being run. In conclusion he moved the adoption of the report and accounts and that a further dividend of 32½ per cent. be paid, making, with the interim dividend, at the rate of 7½ per cent. already paid, a total dividend of 40 per cent. for the year.

The resolution was seconded by Sir John Leach, and carried unanimously.

FASHIONS FOR MEN.

DOOM OF THE BLACK BOWLER.

The parks and the pavement of clubland were studded yesterday, says a London paper of recent date, with light grey bowler hats, so quickly has the fashion approved by the King spread.

Grey top-hats with white silk bands, such as the Kaiser and Prince Christian have worn recently, were also to be seen.

The hatters have displayed in the windows of the hat shops of Piccadilly and St. James' all possible shapes and sizes in grey headwear, and their new stocks have been selling briskly to the temporary displacement of the more sombre bowler hat.

A dozen grey bowlers and top-hats were counted by an *Express* representative during a walk along the sunny side of Park Lane yesterday afternoon, and in the Row earlier in the day many riders had followed the King's example.

"Grey bowler hats are selling well," said the manager of a Piccadily hat shop. "During the last two days we have sold more than in the previous three weeks.

"A good grey bowler costs 18s. 6d., but for a guinea, which many prefer to pay, we provide what is known as the 'pull-over' hat. The felt on that is built up and pulled over a foundation, like the silk on a good top-hat."

THE LAGOON DOCK AT SINGAPORE.

SIR JOHN AIRD'S FIRM ABANDON WORK.

The London Correspondent of the *Straits Times* wires:—

Arrangements are practically completed whereby the Singapore Graving Dock contractors will undertake Aird's contract for construction of the Lagoon Dock.

Four months ago, rumours were current in Singapore that Messrs. Topham, Jones & Railton, at present engaged upon the Keppel Graving Dock, had been approached with a view of completing the contract commenced by Messrs. John Aird & Company. Nothing of a definite nature transpired, however, though since then negotiations have been proceeding between the Government and the head of Topham, Jones & Railton, with the result as wired from London, which we have reason to believe is correct. For many months prior to the date at which the work at Tanjong Pagar ceased, the progress of the lagoon dock and main wharf reconstruction had not been all that had been anticipated. In the lagoon dock, we believe, some difficulty was met with in sinking the foundations for the end walls of the dock, due to the nature of the strata met with in the trenches. Mr. J. R. Nicholson, chairman of the dock board, went to London in connection with negotiations between the engineers and contractors with a view to coping with the difficulty. Apparently, the matter could not be arranged amicably, as civil proceedings have been commenced in the High Courts in London.

With reference to Messrs. Topham, Jones & Railton, the dock board, its latest report mentions the satisfactory manner in which the work on the new graving dock has been pushed forward vigorously and without interruption, both day and night, and that the progress resulting is highly gratifying. It is stated that work on the lagoon dock will be resumed at the beginning of next month. The contract for the reconstruction of the wharves has been taken in hand departmentally and the work has been in progress.

MME. MELBA ON SINGER'S ENGLISH.

Mme. Melba presented at the Guildhall School of Music last month the scholarship which she has founded for sopranos from any part of the country. The competition will be held on May 22. She was received with the utmost enthusiasm by the professors and students.

After a few words of congratulation to "my old friend and colleague, Mr. Landon Ronald," Mme. Melba stopped, saying, "I can't go on; I am too nervous. I have never made a speech before, and I can't do it now."

Mr. Landon Ronald (Principal of the School) thereupon read the paper, in the course of which Mme. Melba said:—In France, Germany, and Italy there are certain more or less hard-and-fast rules governing the expression of each language. Now in England, as far as I know, such felicitous conditions do not exist. The result is nothing short of lamentable. The opinion is largely held that English is not a musical language, or at least not a language which lends itself felicitously to expression in music. I rather think that, for a time, I held that opinion myself. My maturer judgment and experience tell me that I was wrong; that although the English language lends itself to expression in music less readily than the Italian, it is, in that respect, at least equal to the French, and certainly superior to the German. The art of English diction, whatever it may have been in other days, has been during our own time in a very uncultivated condition. After all, what are we singers but the silver-voiced messengers of the poet and the musician? What we should strive for is to attain as nearly to perfection as possible in the delivery of the message, sacrificing neither the musician for the poet nor the poet for the musician. The English language should be sung as it should be spoken—with just sufficient added distinctness, or one might even use the word "exaggeration," to counteract the obscuring effect of the singer's voice and the piano or other musical accompaniment. The majority of people, singers and non-singers, do not habitually speak the language with justice, distinction, and grace. How many persons do you know who could read aloud a verse of poetry or fine prose in a manner to include the qualities mentioned? Not many, I fear. And yet I have a strong feeling that that is what the singer should be able to do before he or she enters seriously into the training of the singing voice. If you wish to sing your native language beautifully you must love your native language; and the nearer you get to it, the more you will love it. Fill your minds with Shakespeare's Sonnets, Keats' "Ode to a Grecian Urn," Shelley's "Ode to a Skylark," Matthew Arnold's "Forsaken Merman," Swinburne's "Spring Song" in *Atalanta*, and many other of the poetic ecstasies with which your beautiful language is so rich. Learn to speak them aloud with distinction and understanding, and so enable yourselves to bring to your singing the added glory of a perfect diction.

Mr. Parkman (Chairman of the Music Committee of the Corporation) presented Mme. Melba with a handsome rose bowl on behalf of the Committee, observing that the day was her birthday. She was also presented with flowers by the students.

A PRIZE STRATEGIC.

Writing on the Pescadore Islands a correspondent of the *Japan Chronicle* says:—Were it not for the geographical position of the Pescadores these islands would be valueless to any Government, but situated where they are they occupy a magnificent strategical position. They are hard rocks and dry sand. They produce no crops and can hardly support any life, but they form the key to many doors in the Far East. They are less than a day's steaming from Swatow, Amoy, Foochow and other important ports of South China. Little more than a day will take a fleet to the Philippines or Hongkong, and Formosa, which of course cannot be held by any enemy till the Pescadores are first captured. For many years China held the Pescadores and understood their value, but was unable to take advantage of them. In 1884 the French took the islands and blockaded Formosa. The graves of Admiral Courbet and others still testify to the number of French victims who died of cholera at that time. Then in 1894 the Japanese, without much difficulty, captured the Pescadores from China. Large harbours with splendid anchorages for a fleet of any size, and situated in such a central position go to make the Pescadores a naval base of the very first rank. The Japanese are fully alive to their value, and an enemy would think twice before attacking them in this stronghold, bristling with forts. Needless to say, the islands are connected with Formosa and the outside world by cable and also now by wireless telegraphy. Steamers of the Osaka Shosen Kaisha call about a dozen times each month, affording direct and good communication with Formosa and Japan. Formerly these islands were the terror of mariners, now every night strong lights flash out from splendid light-houses. Coal of an inferior quality is found on one of the islands.

INTIMATIONS

TORTURED DAY AND NIGHT BY ITCHING

And Burning. Sore Places on Baby's Cheeks, Hips, Spine and in Bend of Arms and Knees. Could Hardly Walk. Was Ill for Want of Rest.

Got Cuticura Remedies and Now has Not the Least Sign of Eczema.

"My son when two years old had eczema very badly. He had great sore places on the edges of his bones, the lobe of each ear had a great split, the sores extending over the jawbone to the cheek, and on the cheek bones against the eyes were some more sores, making him look ghastly. He had a large sore on each hip and all up his spine, and in the bend of his arms and knees. The latter were so bad that the child could hardly walk. Whenever the child scratched himself, some watery matter would come from the places like great drops of perspiration. He was tortured day and night with the awful burning and itching sensations. I had tried several remedies, and then I went to the doctor but the stuff I had from him made not the slightest impression. The child was getting quite ill for the want of proper rest.

"I gave up going to the doctor, as a friend, a nurse, gave me some Cuticura Ointment to try and see if it would relieve my boy. I used it for a week, and by that time the places were looking decidedly less angry, and were not nearly so irritable. I got some Cuticura Ointment and Soap, and persevered with them. He was in such a state I could not make a tin of Ointment last ten days. I used to smear the places over two or three times a day. The eczema kept coming back, but as soon as it showed I used Cuticura Ointment. The boy is now thirteen, and not the least sign of eczema." (Signed) Mrs. A. Oliver, The Gardens, Egerton House, Egerton, near Ashford, Kent, Eng., May 11, 1910.

Cuticura Remedies afford the most economical treatment for skin diseases, sold throughout the world. London Depot, 27, Charterhouse Square.

GOLD AND SILVER WATCHES

ENGLISH, SWISS AND ELGIN

SUPERIOR QUALITY MOVEMENTS

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

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WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

BECAUSE
- You will receive Fair Treatment.
- A Careful and Intelligent Examination
- We have a Sound Optical Reason behind every Lens

N. LAZARUS,

OPTHALMIC OPTICIAN, CORNER OF D'AGUILAR ST., HONGKONG.

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EXTRA COPIES of *Daily Press* are on Sale daily at the following Stores:—

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Messrs. HUNG CHEONG, Haiphong Road
Mr AH YAU, Hongkong Stall, Ferry Wharf

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NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
TO-MORROW (WEDNESDAY)
and THURSDAY,
the 14th and 15th June, 1911, at 10 A.M. each day,
at H.M. NAVAL YARD,
OLD AND SURPLUS
NAVAL AND VICTUALLING STORES,
Comprising:—

OLD AND SURPLUS NAVAL STORES:—ASH HOIST and VERTICAL ENGINES, DRILLING MACHINE, SCREWING MACHINE, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, VICES, SWITCHES, HYDRAULIC JACK, COAL SACKS, CANVAS, RAGS, OLD FLAGS, OLD INDIA-RUBBER, OLD LEATHERS, CARPETS, MATTINGS, OLD BOATS, FURNITURE, ROPE, &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS, (A Quantity of ELECTRO-PLATED ARTICLES and TABLE LINEN), IMPLEMENTS, Seamen's Mess UTENSILS, OAK STAVES, &c., &c.

TERMS OF SALE:—As detailed in the Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 13th June 1911. [820

PUBLIC AUCTION.

IT IS HEREBY NOTIFIED that, in one of the Sheds of the Harbour Department Dock, situated near the BARRA JOSS HOUSE, in Macao, the Administrative Council of the Gunboat "PATRIA" will hold a Public Auction of the following Old and Surplus Articles:—ROPES, CANVAS, IRON, BRASS and ZINC SHEETS, KITCHEN UTENSILS and SUNDRY SHIP'S STORES;

ALSO

The MACHINERY, BOILER and ACCESSORIES of a STEAM PINNACE.

The Reserve Price of this Lot is $500.00.

Goods will be sold in suitable lots.

TERMS:—Cash on the fall of the hammer.

Goods to be removed at once.

Administrative Council of the Gunboat "PATRIA," Macao, 10th June, 1911.

The Secretary and Treasurer,
BAZILIO AUGUSTO DE ALMEIDA,
Paymaster.
Macao, 11th June, 1911. [821

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

S.S. "PATHAN" ...On 28th June.

For Freight and further information, apply to
DODWELL & Co., LTD.
Agents.
Hongkong, 13th June, 1911 [822

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEADSTONES and CROSSES in Stock at—
BROWN, JONES & Co.,
41, Morrison Hill Road.
Hongkong, 1st June, 1911. [776

YOU
Can always get the best quality
LOCAL
BEEF AND MUTTON
and
AUSTRALIAN
FROZEN MUTTON,
LAMB,
RABBITS.
HARES.
From
THE
DAIRY FARM CO., LTD.
Butcher's Dept.
Price list on application.
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NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at $6, $7 and $7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1905. [608

ILLUMINATION.

FOR SALE
RED JAPANESE LANTERNS
of approved size and
CORONATION CANDLES
of 6¾" long—burning for 4 to 4½ hours.
Prices without competition.
Please send order early to avoid disappointment.
GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
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INTIMATIONS

PEAK TRAMWAY CO., LTD.

NOTICE.

ON and after 15th inst., the following additional Cars will be run:—

WEEK DAYS:

7.15 A.M.
3.15 P.M.
8.10 P.M.
10.00 P.M.
10.30 P.M.
11.00 P.M.
11.30 P.M.

SUNDAYS:

9.15 A.M.
8.10 P.M.
10.00 P.M.
10.30 P.M.
11.00 P.M.
11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd June, 1911. [788

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that the Postponed EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL at 12 NOON, on SATURDAY, the 17th day of June, 1911, when the following Special Resolutions will be submitted:—

1. That GEO. FENWICK & CO., LTD., be wound up voluntarily.
2. That the partners in the firm of Messrs. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.
Hongkong, 9th June, 1911. [812

WANTED

WANTED.

BY a YOUNG LAD, fresh from School, employment as a Clerk; knows Shorthand and Typewriting. Moderate Salary to start with.

Apply—
H. E.,
Care of "Daily Press" Office.
Hongkong, 3rd June, 1911. [787

WANTED.

AN ENERGETIC and EXPERIENCED CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Good Salary to a Capable Man.

Apply in writing to "X.",
Care of "Daily Press" Office.
Hongkong, 2nd June, 1911. [782

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—
A. B. C.,
Care of "Daily Press" Office.
Hongkong, 17th May, 1911. [715

WANTED TO PURCHASE.

THE HULL of an IRON or STEEL VESSEL of about 400 tons gross register, in good preservation.

Apply to— Box 61,
Care of "Daily Press" Office.
Hongkong, 9th June, 1911. [803

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907 [609

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO SHINNEW and KAMIYAMADA, Collieries.
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MANILA: Messrs. MACONDRAY & Co.
SINGAPORE: Messrs. BORNEO Co., LTD.

For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 12th May, 1911. [63

AUCTIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions to Sell by PUBLIC AUCTION,
On MONDAY,
the 19th day of June, 1911, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vœux Road Central (Corner of Ice House Street),

The following VERY VALUABLE LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong, viz.:—

All those Two pieces or parcels of ground situate at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT No. 264 and MARINE LOT No. 265, together with the messuages thereon known as Nos. 22, 23, 24, 25, Praya, Kennedy Town.

Annual Crown rent payable in respect of Marine Lot No. 264—$182.00; and in respect of Marine Lot No. 265—$208.00. Area, Marine Lot No. 264—16,351 square feet; Marine Lot No. 265—18,805 square feet or thereabouts.

Each of the above Lots are held for the unexpired residue of the term of 999 years commencing on the 24th day of June, 1887.

For further particulars and conditions of Sale apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
MESSRS. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 8th June, 1911. [800

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of June, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND West of Pokfulam Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years. [816

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements N. feet	S. feet	E. feet	W. feet	Contents in Square feet.	Annual Rent. $	Upset Price. $
1	Rural Building Lot No. 196.	Between Nos. 6 & 7 Bridges, West of Pokfulam Road.	(As per sale plan.)				74,145	212	3,707

FOR SALE

FOR SALE.

THE Business, Goodwill, Furniture, &c., &c., &c., of "THE BOMBAY HOUSE RESTAURANT," situated in good locality with promising prospect.

Apply to—
60, DES VŒUX ROAD CENTRAL.
Hongkong, 7th June, 1911. [794

HOTEL FOR SALE.

AT Coast Port; as a going concern. Proprietor retiring.

For further Particulars apply to
"HOTEL,"
Care of "Daily Press" Office.
Hongkong, 5th May, 1911. [671

FOR SALE OR TO LET.

"KENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS,
MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &C.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [111-112

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - $3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1911.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS.* July to December, 1910. With INDEX. Price $7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 28th March, 1911

TO LET

TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911.
10, MOUNTAIN VIEW.

Apply— "Y. Z."
Care of "Daily Press" Office.
Hongkong, 4th April, 1911. [491

TO LET.

FIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL.

FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower). Can be let separately. Rent moderate.

GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 2nd June, 1911. [627

TO LET.

NO. 3, CANTON VILLAS, Kowloon, from 1st August.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.,
Hongkong, 9th June, 1911. [804

TO LET.

TOP FLOOR, No. 6, Ice House Street, suitable for Office and/or Dwelling purposes.

Apply— A. B. AVASIA,
No. 1, Duddell Street.
Hongkong, 9th June, 1911. [805

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor.

Apply "REX,"
Post Office Box 418.
Hongkong, 9th May, 1911. [687

TO LET.

AN OFFICE in Alexandra Buildings

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 8th June, 1911. [799

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

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Hongkong, 1st June, 1911. [116

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

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Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 14th February, 1911. [543

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply— CHATER & MODY.
Hongkong, 31st March, 1911. [121

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

FLAT in Blue Buildings, 4, Praya East.

19, CONDUIT ROAD.

GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

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SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

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Hongkong, 10th June, 1911. [113

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
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Hongkong, 7th April, 1911. [575

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAFE & Co., LTD.

For Particulars, Etc.

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Same Address.
Hongkong, 24th February, 1911. [362

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1911. [114

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Hongkong, 31st May, 1911. [118

BANKS

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RESERVE FUND ..... „ 16,850,000
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On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 4% per annum
„ „ „ „ 6 „ 3½% „
„ „ „ „ 3 „ 2½% „

TAKEO TAKAMICHI,
Manager.
Hongkong, 13th March, 1911. [441

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

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RESERVE FUND £1,625,000
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On Fixed Deposits for 12 months 4 per cent.
„ „ for 6 „ 3½ „
„ „ for 3 „ 2½ „

WM. DICKSON,
Manager.
Hongkong, 2nd May, 1911. [148

HONGKONG SAVINGS BANK.

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INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [2

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
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THE WILLIAMS DEACONS BANK,
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BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDERINGH, Manager,
No. 15, Des Vœux Road Central.
Hongkong, 4th August, 1909. [24

THE BANK OF TAIWAN, LIMITED,
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ..... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

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HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [659

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000
RESERVE FUND ... ... Gold $3,250,000
Gold $6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 3 „ „

GEORGE HOGG,
Manager,
No. 9, Queen's Road, Central.
Hongkong, 21st February, 1911. [628

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	325,000

BANKERS:
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For 12 months ... ... 4 per cent.
For 6 „ ... ... 3½ per cent.
For 3 „ ... ... 2½ per cent.

F. C. MACDONALD,
Acting Manager.
Hongkong, 29th April, 1911. [22

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER $16,250,000
$31,250,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

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CHIEF MANAGER:
Hongkong—N. J. STABB

MANAGER:
Shanghai—H. E. R. HUNTER.

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For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager
Hongkong, 2nd May, 1911 [19

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"

FROM LONDON, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Marmora."
From Australia ex s.s "Mooltan."
From Calcutta ex s.s "Somali."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 7th June, 1911. [1

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Company's Steamship

"JESERIC,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th inst., at 5 P.M., will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representative on the 14th inst., at 11 A.M. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

THE BANK LINE, LTD.,
Agents.
Hongkong, 10th June, 1911. [817

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &C., and for PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, $12 per annum. Postage $2 to any part of the World.

Cutler Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.
[56

士巴力汽水樽
THIS WONDERFUL SYPHON
Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the
"PRANA"
SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Stores.
PRICE :—$2 Each.
BULBS at 90 cents per box.
WHOLESALE PRICE :—
SYPHONS per doz $16/00 f.o.b.
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WHOLESALE AGENTS,
246 & 248, Des Voeux Road, Central,
HONGKONG.
總發行
香港廣生行有限公司
[386

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S.S Co.'s str. *Manchuria* arrived at Manila on the 10th instant, and is expected to leave Manila on the 14th instant, and arrive at Hongkong on the 16th instant at 7 a.m.

The T.K.K. str. *Chiyo Maru* with the U.S. mails sailed from Yokohama on the 12th inst., and is due at Hongkong on the 20th instant.

The P M. S.S. Co. str. *Mongolia* sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 8th instant for Hongkong, via Timor and Manila.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Monteagle* arrived at Moji at 10 a.m. on the 12th inst., and left again at 8 p.m. same day for Shanghai, where she is due to arrive at noon on the 14th inst.

The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C., for Hongkong, (via usual ports of call) on the 31st ultimo.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 17th ult., left Singapore on the 9th inst., at 10 a.m., and may be expected here to-day at 2 p.m.

THE INDIAN MAIL.

The Indo-China str. *Namsang* from Calcutta and the Straits left Singapore for Hongkong on the 10th inst., and is due here about the 16th inst.

The Indo-China str. *Laisang* left Calcutta for the Straits and Hongkong on the 7th inst., and is due here about the 23rd inst.

MERCHANT STEAMERS.

The str. *Glenlogan* left Singapore on the 7th inst., and is due here to-day.

The Olof Wijk & Co. str. *Nippon* left Port Said on the 19th ult., and is expected here on the 15th instant.

The O.S.K. str. *Mexico Maru* from Tacoma left Shanghai for this port on the 12th inst., and may be expected to arrive here on the 15th instant at about noon.

The P. & O. S. N. Co.'s str. *Simla* left Singapore for this port on the 10th inst., at 8 a.m., and is due here on the 15th inst., at about 9 a.m.

The Austrian Lloyd's str. *Persia* left Singapore for this port on the 10th inst., and is due here on the 15th inst.

The Mogul Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via Straits.

The Mogul Line str. *Sikh* left United Kingdom on the 6th ultimo for Hongkong via the Straits.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 27th ultimo, and is due here on or about the 3rd prox.

The T.K.K. str. *Kiyo Maru* left Callao on the 27th ultimo for Hongkong, and is due to arrive on the 1st August.

THE CURSE OF SLEEPLESSNESS.

AN EASY METHOD OF OVERCOMING IT.

Of all the subtle and depressing effects of heat, none is more trying to the resident in China than the way it disturbs sleep.

Even those who have never known what it is to lie with unclosed eyes, or to toss restlessly through the long night, have, nevertheless, some idea of what this suffering means when they see the haggard faces of their friends and hear the devices they adopted to woo sleep and obtain rest. Thrice wretched are those who take bromides, chloral, morphia, or other deadly sleeping draughts, for, in the long run, they ruin their digestion, shatter their nerves, and even destroy their brain.

Happily for the victims of Insomnia, science, comes with a certain cure for its miseries. This is achieved by means of Sanatogen, the world-renowned tonic food with lasting effects. Its power as the greatest restorative and reinvigorating agent in nervous conditions is now a matter of common knowledge, and it is by reason of its action on the nervous system that it produces so powerful a result in Insomnia.

Sanatogen feeds the nerves, and thus brings them to their normal state by supplying the vital element of phosphorus, which is used up in the display of every form of mental or physical energy.

HOW INSOMNIA IS CAUSED.

Experience shows that in the period preceding the attack of sleeplessness, the individual has, invariably, been making overdrafts on the supply of phosphorus in his body, which in consequence of its diminished strength, is unable to make good this loss from the food which is ordinarily taken.

Phosphorus exercises an important sway over the life of the cells of which every portion of our body is made, and over the living chemical processes which go on within them, as Professor Tunnicliffe, of King's College, London, has pointed out. Moreover, as Sir William Gowers maintains, phosphorus notably increases the proportion of the red blood corpuscles in the blood. It can, therefore, be easily understood that when there is a lack of this vital element there is manifest diminution in the performance of the various functions.

The ordinary strain of life, coupled with the stress of the tropical climate, constantly depletes the supply of phosphorus, and imposes a strain on the nervous system. The restlessness produced by loss of sleep, and the additional nervous strain induced by the same means, still further accentuates this loss of phosphorus. The result is that, one evil acting on the other produces what doctors call "a vicious circle," and this causes an ever-increasing overdraft on the supply of phosphorus.

Sanatogen is composed of glycero-phosphate of sodium, chemically combined with the body-building element of pure milk. The phosphorus in Sanatogen is, therefore, in the exact form in which it is found in the brain and nervous systems. These organs are thus able to assimilate and utilise it with the greatest ease, to restore to the full the quantity of phosphorus which has been withdrawn from them.

HOW INSOMNIA IS CURED.

Sanatogen thus strengthens the brain and nervous system generally. In doing this, it also removes the long list of nervous symptoms like depression, lassitude, disinclination for mental or bodily effort, impaired memory, and the fear of impending evil, to name a few of those which, sooner or later, follow, if indeed they do not precede, inability to sleep.

Sanatogen, however, does more than this. By restoring sleep, nature's chief means of resting and reinvigorating the brain and nervous system, it prevents nervous breakdown. If, on the other hand, people have been so unfortunate as to have broken down already, and are threatened with Neurasthenia, Sanatogen will restore them to health far more rapidly than anything else, giving them new strength, new force, new vigour and vitality.

Thousands of men and women have written that they have been cured of sleeplessness by Sanatogen. Lady Henry Somerset, the celebrated philanthropist, states: "Sanatogen undoubtedly restores sleep and invigorates the nerves, and it braces the patient to health."

The wife of a doctor and J. P. in Scotland writes: "My nervous system was so much impaired that I could not sleep without sedatives, and my appetite was quite gone, in fact I had a perfect distaste for anything in the shape of food. *Many other remedies had been tried, but had little or no effect.* At last my husband sent for Sanatogen, and the effect was marvellous. In the course of a week after taking Sanatogen I felt quite different. My nerves were soothed, and I required in a very short time no stimulants and sedatives."

Sanatogen's merits are endorsed by over 14,000 doctors, including ten physicians to crowned heads of Europe, among them being Dr. Ott, the late King Edward's physician in Marienbad.

An exceedingly interesting pamphlet, "How to Keep Well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free on application, mentioning the "HONGKONG DAILY PRESS," to Messrs. A. S. WATSON & Co., Hongkong, from whom also Sanatogen can be purchased.

Sanatogen may be obtained of all Chemists.

[105-354

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
for Ladies
64

Apollinaris
"THE QUEEN OF TABLE WATERS."
SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY KING GEORGE V.
Annual Sale Exceeds
30,000,000 BOTTLES.
657-1

GERMAN EXPANSION.

WHERE CAN THE EMPIRE COLONISE?

[BY A SPECIAL CORRESPONDENT IN THE "DAILY MAIL."]

The growth of new industries in a country which was undeveloped 40 years ago, the stimulus given to trade by the activities of the State, and the great development of national undertakings and resources, such as railways, canals, forests, &c., have enabled the German Empire to check emigration and to keep its rapidly increasing population at home during the last two decades.

The pressing problems for the Government are: How long can Germany cope with the increase in the way that she has done hitherto, and in what direction will she seek fresh outlets when the necessity for them can be on longer met by the creation of new channels of employment at home?

The population of the German Empire is increasing at the rate of a million a year. Between 1870 and 1905 it rose from 40,818,000 to 60,641,000. It now stands at over 65,000,000. At the same time, the density is still comparatively low, being 290.4 persons per square mile, as compared with 344 persons to the square mile in the United Kingdom, 588 to the square mile in Belgium, and 409 in Holland.

Assuming—rather arbitrarily, I must confess—that the empire could without congestion support a total population equal to the present ratio of Rhineland and Westphalia combined, giving 552 to the square mile, there would be room for an increase to 115 millions, or some 50 millions beyond the present figure, so that if the existing rate of multiplication continued, the growth of another 30 years or so could still be absorbed. Thirty years, however, are only a page in the life-history of a great and virile nation, and the statesmanship which did not look much further ahead would be lamentably wanting in discernment. Hence the question is being asked in Germany with increasing exigency: "As outlets will be necessary sooner or later where shall they be found?

FUTILE PAN-GERMAN AMBITIONS.

The Pan-Germanic idea of the absorption of the Austrian part of the sister empire may be dismissed at once as chimerical. It is true that the population question is not nearly so acute there as in Germany. Austria, with its area of 115,900 square miles, has a density of 226 persons to the square mile, or 51 fewer than Germany, and the two countries together have a density of 267, while on the potential ratio of Rhineland and Westphalia they would give space for a population of 179 millions.

Here arises the obstacle to what may otherwise be regarded by Germany as an attractive scheme. The Pan-Germans, who never yet faced hard facts seriously, ignore one fatal objection to their pet proposal for drawing together the German-speaking peoples. Of the 26 million or more inhabitants of the Austrian monarchy, only about a third are German by language, and a far smaller number are German by sentiment, while the remaining two-thirds are made up of at least a dozen races.

It is obvious, then, that the nationality difficulty alone would make any such accession of territory more dangerous for Germany than a Grecian gift, for among the Austrian races are 4½ million Poles, and in a present Polish population of far less extent Germany has already in the East of Prussia a larger problem than it can digest; furthermore, the fact that the population of Austria is overwhelmingly Roman Catholic would greatly intensify confessional feuds in Germany. Nor would the absorption of Holland or Belgium or Switzerland, or all these three countries combined, help Germany one whit in the population difficulty, even could one take seriously the mad-hatter stories as to German aspirations in those quarters.

PRESENT COLONIAL HANDICAPS.

When we turn to Germany's colonial empire, we find that, large as it is, it offers no opening for white colonisation on any save the most insignificant scale. The entire area of Germany's over-sea possessions is roughly a million square miles, of which over one-third fall to East Africa, about one-fifth to Cameroon, less than one-third to South-West Africa, and the rest to New Guinea and other islands of the Pacific. Against a native population estimated at some 13 millions, the whites number 25,000 at told, of whom 21,000 are German settlers, military, and police.

Owing to climatic reasons, the whole of these colonies save one are unsuited to colonisation by whites, and their value to Germany will therefore be limited to such wealth as can be derived from them by plantation culture, by mining, and by trade exchange.

The single exception is South-West Africa. Portions of the central and southern hinterland of this colony offer limited opportunities for farming on a large scale, though the colony is handicapped by lack of serviceable seaports.

The outlook is not more favourable from Germany's standpoint when we consider the countries to which its emigrants have hitherto directed their attention, for there is no possibility of any territory belonging to these passing under German influence. For a long time a steady stream of emigration passed into Brazil and Argentina, where there are now several strong German settlements. The number of German emigrants to Brazil alone probably falls little below 100,000, and natural growth has more than trebled this number, so that now there are whole districts in the south of the Republic which are quite German in life and language.

The German colonies in Brazil have, indeed, become so large as to be regarded for some reason as a menace to the State, and measures are said to be contemplated with a view to breaking down their influence. It is no doubt partly owing to the fact that German colonists in Brazil have outlived their welcome that the emigration to that country has of late fallen to small proportions; during the past five years not more than 1,300 Germans settled in the whole of Brazil.

FUTURE OF ASIA MINOR.

If Germany is ever to be able to colonise territories for its own sake, instead of for the sake of other Powers, it will have to look in new directions, and the question arises: How far should England go in facilitating German's natural desire for more effective outlets than it at present posses es?

If, for example, the pressure of events should seem to urge Germany to seek relief in the direction of Asia Minor, would it not be a mistake on our part to stand in the way of any arrangement which that Power might be able to make with Turkey? It may be granted that if Germany wants territory for colonisation it might go much further without faring as well. The Government of Mesopotamia alone, with its area of 143,250 square miles—an area exceeding by 11 per cent. that of the United Kingdom—offers an enormous field for colonisation, inasmuch as it has only nine persons to the square mile, making it by far the least densely populated part of Asia Minor.

While it is notorious that Germany's gaze has for a long time been turned towards Asia Minor, there has been no suggestion as yet of territorial acquisition in that part of the Sultan's dominions, and hence it may be contended that it is premature to discuss a "deal" which may never come off. It is not premature, however, to recognise frankly and fully Germany's population difficulty and its need of outlets, and to abandon once and for ever the old attitude that the expansion abroad which is necessary and right for us is unnecessary and wrong for Germany. Such an attitude cannot possibly be held with wisdom, justice, or even safety towards a country which has given such hostages to the future as Germany; a country, moreover, with an ever-diminishing margin of space for its prolific population, and one whose economic development compels it, with the force of inexorable law, to work out its national salvation on industrial and commercial lines. Nor is it a defensible attitude for ourselves, seeing that all sane publicists are agreed that the motto of the British Empire needs more and more to be "Consolidation, not expansion."

"HOUSE FULL" IN LONDON.

MORE PEOPLE THAN IT WAS BUILT TO HOLD.

"If it is like this in May, what IS it going to be like in June?"

Thus spake a policeman in Piccadilly last month. He was holding up his hand with a weary air, says a London paper, and there stretched behind him, as far as the eye could see, a long line of omnibuses, taxicabs, and private carriages. The drivers of many dozed peacefully confident that the jar of released brakes would warn them when it was time to move on. There is no room on the surface of London these days for the man in a hurry.

All this while there poured out of a side street a seemingly endless stream of motorcars. So the Piccadilly line stayed still for a couple of minutes, moved on again, and was caught two hundred yards further on, after the plan of that celebrated nursery game, "Oranges and lemons."

NO ROOM TO WALK.

An *Express* representative inquired the cause of this congestion—worse than has been seen in the busiest part of any other year.

"There are more people in London than it was built to hold," was the answer given by a police official. "Here we have Piccadilly and the Strand fuller of traffic than they have been for years, and yet people must walk in the carriage way, because there is not room for them on the pavement."

An attempt to obtain any sort of conveyance along the Strand was foredoomed to despair. Taxicabs all had the flag down, omnibuses were packed tight, with people hanging on at every available point until removed by a cautious conductor. The only way, indeed, to get from Charing Cross to the Gaiety Theatre was to jump on an omnibus, ride on the step for, say, six yards, until repelled by the conductor's inevitable "Full up!" and then jump off and wait for the next.

By far the quickest way from Charing Cross to Norfolk-street at about tea-time yesterday was by the circuitous tube route, thus:—

Charing Cross to Leicester-square (change).
Leicester-square to Holborn (change).
Holborn to Strand.

TEA-SHOP QUEUES.

In almost all the tea-shops, when the theatres had disgorged their matinée crowds, not only was every table occupied, but there were anxious and hungry queues in the aisles between.

"We simply cannot do any more," said an exhausted manageress, "and where the OTHER people who are coming for the Coronation will get their meals I cannot think."

"FROM THE TEMPLE OF HEAVEN."

THE LION DOG OF CHINA.

To the majority of Englishmen dogs are dearer than art, says the *Daily Telegraph*, and for one who likes caressing a rare piece of Chinese porcelain there are hundreds who prefer fondling a Pekingese spaniel. In Miss Maud Earl's attractive picture "From the Temple of Heaven," shown by the Berlin Photographic Company at 133, New Bond-street, we get a combination of nature and art appealing at once to connoisseur and Philistine. Who will deny that this amusing little dog is not a work of art in itself? For many centuries the breed has been known in the Chinese Court, and the dogs may have served as models for the kylins of the Ming dynasty. Their introduction into England is unfortunately associated with a rather dark page in our history—the loot of the Summer Palace in the Opium War of 1860. Five of them were brought to England: one was presented to Queen Victoria and two were given to the late Duchess of Richmond, who established the famous "Goodwood strain" of Pekingese. Miss Earl's model is "Yen Chu of Newnham," a prize-winner belonging to Mrs. Herbert Champion. It is posed against a piece of old blue brocade and beside a fine bronze vase of the Han period. Mr. Herbert Compton for his delightful study of Twentieth Century Dogs obtained certain observations on the "Ideal Lion Dog of China" from the pen of no less an authority than the late Dowager Empress Tsze Hsi. They will help us to appreciate Miss Earl's picture. "Let its face be black; let its forefront be shaggy; let its forehead be straight and low, like unto the brow of the Imperial harmony boxer. Let its eyes be large and luminous; let its nose be blue, like that of the monkey god of the Hindoos. . . . Let its feet be tufted with plentiful hair, that its footfalls may be soundless, and for its standard of pomp . . . let its tail rival the whiskers of the Thibetan yak . . . and for its colour, let it be that of a lion—and golden sable. Let it venerate its ancestors and deposit offerings in the canine cemetery of the Forbidden City every new moon. Let it comport itself with the dignity of a Duchess; let it learn to bite the foreign devils instantly. Let it be dainty in its food, so that it shall be known as a Royal and Imperial Dog by its fastidiousness . . . For drink give it tea brewed from the spring buds of the shrub that groweth in the province of Hankow, without any milk; or milk of the antelopes that pasture in the Imperial demesne, without any tea; or soup made from the nest of the sea swallow. Thus shall it preserve its integrity and respect."

Curious directions are given in case of illness, and the Empress-Dowager adds, rather sententiously: "But if it dies, then remember that man is not immortal, and then, too, must die." Miss Maud Earl has, however, immortalised "Yen Chu of Newnham."

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Hongkong, 6th February, 1911.

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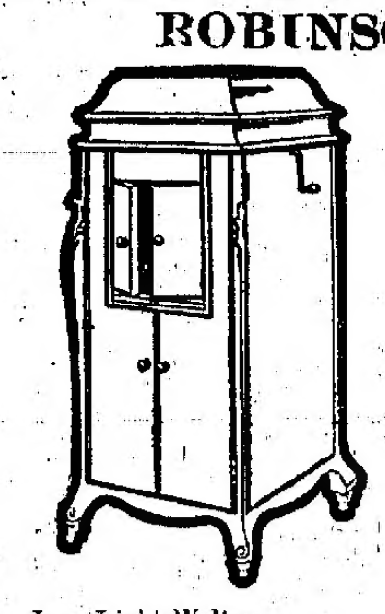

Love Light Waltzes
Sirens Waltz
Cascades of Roses Waltz
Yama Yama Medley
Friedrichs March
The Charmer (Xylophone)
Irish Wit
Boccaccio March
Hornpipe Rag
A Bunch of Nonsense
Please don't tell my wife
Father was out
Foolish Questions
Hello! People
Bombasto March
Pansies Mean Thoughts
Arrah Wanna
Yaller Gal (Laughing Song)
The Silly Cavalier (Merry Widow)
Gay Gascoon (Banjo)
Roll on, Silver Moon (Yodel)
Yankee Prince Selection
Narcissus
Ring o' Roses from (Dollar Princess)
I hear you calling me
Medley of Irish Jigs
Mikado Selection
Teddy Bear's Picnic
Moon, Dear
Humorous Variations
Never introduce your bloke to your lady friend
Madame Butterfly Selection
The Moon has his eyes on you
"Balance Corners" Lancers
Polka Fantastic Selection
Serenade (Pierne)
Dollar Princess, Medley
Take me up with you, dearie
If you alone were mine (Two Step)
[734

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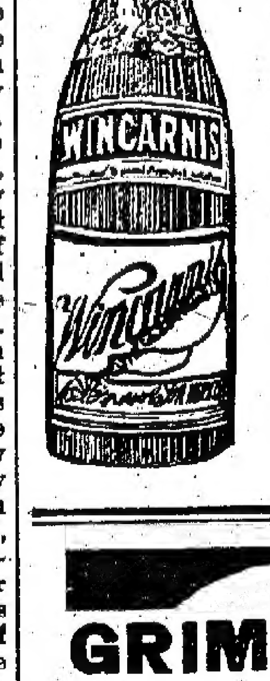

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[533-15

AVERAGE MARKET PRICES.

June 9th, 1911.

The Prices are given in Dollar Cents.

BUTCHER MEAT.

Mei Lung Pà Yuk—Beef, sirloin and prime cut .... lb. 20
Ham Ngau Yok—Corned Beef „ 22
Shiu Ngau Yok—Roast Beef... „ 22
Ngau Nam—Breast of Beef ... „ 15
Tong Yok—Beef for soup ...... „ 20
Ngau Yok Pa—Beef Steak...... „ 22
Ngau Yok Ch'ong—Sausages „ 20
Ngau Nô—Bullock's Brains set 9
Ngau Lao—Beef Steak, Sirloin lb. 30
Ngau Le—Bullock's Tongue, fresh, each 50
Hàm Ngau Le— „ corned „ 60
Ngau Tau—Bullock's Head... „ 85
Ngau Sam— „ Heart... lb. 12
Hàm Ngau Kin—Beef Hump, salt .... „ 18
Ngau Kök—Bullock's Feet ... each 8
Ngau Iu—Bullock's Kidney ... „ 9
Ngau Mei—Bullock's Tail ...... „ 18
Ngau Kon—Bullock's Liver ... lb. 12
Ngau T'ô—Bullock's Tripe, undressed „ 6
Ngau Tsai T'au Kök—Calve's head and Feet..............set $1.00
Yöng Pai Kwat—Mutton Chop lb. 22
Yöng Pe—Leg of Mutton...... „ 22
Yöng Shau—Mutton Shoulder „ 20
Yöng T'au—Sheep's Head&feet set 50
Yöng Sam—Sheep's Heart each 6
Yöng Iu—Sheep's Kidneys... each 9
Yöng Kon—Sheep's Liver ... lb. 24
Chu Kök—Pig's Feet .... each 12
Chu Nô—Pig Brains ....per set 24
Chü Tsap—Pig's Fry .... lb. 25
Chü T'au—Pig's Head .... „ 15
Chü Iu—Pig's Kidney ....pair 9
Chü P'ai Kwat—Pork Chop ... lb. 20
Chü Sam—Pig's Heart ...... „ 13
Chü Kon—Pig's Liver .... „ 30
Chü Tsai—Sucking Pigs (to order) .... „ 22
Shang Ngau Yau—Beef Suet „ 20
Shang Yöng Yau—Mutton Suet „ 22
Ngau Tsai—Veal .... „ 20
Ngau Lap Ch'ong—Beef Sausage „ 20
Ngau Chai Yuk Ch'öng—Veal „ „ 20

POULTRY.

Kai Tsai—Chicken „ 35
Sin Kai—Capons .... „ 35
Pan Kau—Doves............ each
Sang Sheng Shöü Ap—Wild Duck pair —
Ap—Ducks .... lb. 26
Kai Tan—Hen's Eggs ....doz 24
Kai—Fowl, Canton .... lb 33
Hoi Nàm Kai—Fowls, Hainan „ 30
Ngoa—Geese............ „ 25
Sheng Hoi Yà Ngoa—Geese, Shanghai ....pair —
Wild Duck Shanghai............pair —
Pak Koi—Pigeons { Canton each 35 / Hoihow „ 28 }
Om Ch'un—Quail 25
To Tsai—Hare............ —
Musk Deer............ „ —
Saan Kai—Pheasant............ —
Cha Ku—Partridge ....each 10
Wo Fà Tsök—Rice Birds ... doz. —
Sa Ts'oi—Snipe ....each —
Shöü Ap—Teal............ —
Fo Kai Kung—Turkeys, Cock lb. 65
Fo Kai Mo—Turkeys, Hen ... „ 55

FISH.

Kai Yü—Barbel .... „ 9
Pin Yü—Bream .... „ 16
Tam Shöü Yü—Canton Fresh water Fish .... „ 16
Le Yü—Carp............ „ 20
Mau Yü—Cat Fish............ „ 18
Man Yü—Codfish .... „ 17
Hai—Crabs .... „ 20
Mak Yü—Cuttle Fish............ „ 15
Shá Màng Yü—Dab............ „ 16
Wong Mei Lun—Dace .... „ 12
Tit Tô Shé—Dog Fish .... „ 9
Hoi Sin—Eels, Conger .... „ 17
Tam Shüi Sin—Eels, Fresh water .... „ 16
Wong Sin—Eels, Yellow .... „ 28
T'in Kai—Frogs .... „ 36
Shak Pan—Garoupa .... „ 56
Pak Kap Yü—Gudgeon............ „ 12
Tso Pak Yü—Herrings .... „ 20
Halibut .... „ 28
Wong Fà Yü—Labrus............ „ 18
Lung Hà—Lobsters............ „ 40
Shi Yü—Mackerel .... „ 24
Loach .... „ 28
Chai Yü—Mullet............ „ 18
Mong Yü—Mong Fish .... „ 32
Shang Hô—Oysters .... „ 20
Kai Kung Yü—Parrot Fish ... „ 16
Tau Lö—Perch............ „ 15
Hau Tsz Yü—Pike .... „ 8
Fa Po Tun—Plaice............ „ 18
Pàk Ch'ong—Pomfret, White. „ 32
Hàk Ch'ong— „ Black... „ 24
Ming Hà—Prawns .... „ 43
Pi Pa Sa—Ray............ „ 9
Sik Kau Kum—Rock Fish ... „ 16
Chun Yü—Roach............ 10
Sa Yü—Shark .... „ 9
Ma Yau Yü—Salmon, Canton „ 36
Shang Yü—Salmon, Fresh Water „ —
Hà—Shrimps .... „ 28
P'ô Yü—Skate............ „ 11
Lap Yü—Snapper .... „ 24
T'at Sa Yü—Soles .... „ 12
Wàn Yü—Tench............ „ 18
Tso Hau Yü—Turbot............ „ 24
Kök Yü—Turtles, small, fresh-water .... „ 56
Pàk Bit Yü—White Bait ...... „ —

FRUITS.

Hang Yan—Almonds............ „ 25
Kam Shan Ping Ko—Apples, California .... „ 30
Tin T'sun Pin Ko—Apples, C'foo „ 25
Hoi Tong—Apples, small, C'foo „ —
Fan Chi—Apples, Custard, Macao............ „ —
Yat Pun Ping Ko—Apples, Japanese............ „ 15
Shang Sheng Heung Tsiu—Bananas, fragrant, Canton... „
Fang Heung Tsiu—Bananas brides, Macao............ „ 3
Yeung T—Carambola............ „ —
Fung Lut—Chestnuts, Chinese „ 12
Ye Tsz—Cocoanuts .... each 10
P'ô Tai Tsz—Grapes ... 1st ql. lb. —
Ning Mong—Lemons, Chinese „ 8
Kam ... Lingmon—Lemon, American... .... each 6
Lai Chi—Lichees, Fresh 1st ql. lb 10
„ „ 2nd „ „ —
„ „ 3rd „ „ —
Lai Chi Kon—Lichees, Small „ 20
Ning Mong—Lemons,—Saigon „ 8
Lui Sung Mong—Mango, M'la each 12
On Nam Mong—Mango, Saigon „ —
Shan Chuk Tsz—Mangosteens, per 100 .... „ 28
Yong Sai Kwa—Water Melon, American............ per lb. —
Sai Kwa—Water Melons China „ —
Heung Kwa — Musk Melon American............ each —
Passion Fruit, American ... lb. —
Pak Lam—Olives .... „ 6
Ch'ang—Oranges, Sweet ... „ 20
Chiu Chau Chang—Orange, Swatow .... „ 6
O Mun Ch'ang—Oranges, Macao „ 6
Chu Sà Kat— „ Small „ 5
Tim Kat— „ Mandarin „ —
Fa Shang—Peanuts .... „ 10
Shanghai Li—Pears American „ —
Sa Li—Pears Canton .... „ 10
Hung Li—Plums Swatow............ —
Sin Tai—Pears, Cooking Canton— „
Hung Tai—Persimmons large „ —
Pun Ti Po Lo—Pine-apple...... „ 12
orange (Canton) .... lb. 6
Pears (American) .... „ —
Papaw 1st quality ....each —
Pineapple Cooking only...2nd „ —
„ „ 3rd „ —
Tai Tsiu—Plantains .... „ —
Luk Yau—Pumelo, Amoy ... each —
Chim Lo Luk Yau—Pumelo, Saim., 11
San Hop Tô—Walnuts, Fresh lb. 3
Hop To—Walnuts, Green ...... „ —
Shanghai Lo Kwat .... —

VEGETABLES, &c.

Shanghai Ya Chi Chuk—Artichokes, Shanghai ...... „ —
Loong Soo Ts'oi—Asparagus...doz —
Chuk Shun—Bamboo Shoots ... lb.
Nga Tsoi—Beans, Sprout ...... „ 3
Tau Kok— „ Long............ „ 8
Min Tau— „ Broad .... „ 8
Pin Tau— „ French, S'hai „ —
O Moon Bin Tau—Beans, Macao (French) 12
Hung Tau Ts'oi Sho Beetroot „ 2
Kha Sun—Cane............ „ 6
Ts'ing Kè—Brinjals Green... „ 5
Yuen Ke— „ Red............ „ 4
Pak Ts'oi—Brassica .... „ —
Kai Ts'oi—Cabbage, Chinese „ 6
Shai Kai Ts'oi—„ Shanghai „ 12
Kam Shun—Carrots............ „ 6
Ye Ts'oi Fà—Cauliflower............ each —
Tai Ye Ts'oi Fa— „ Large Size „ —
Chung Ye Ts'oi Fa—Cauliflower, Med. Size „ —
Can Ts'oi—Celery, China ...... lb. 5
Yeung Can Ts'oi—Celery, Eng.. „ —
Fu Kwa—Bitter Squash ...... „ 8
Kon Lat Chiu—Chilies, Dried „ 20
Ts'ing Lat Tsiu—Chilies, Green „ 10
Hung Fà Tsiu—Chilies, Red ... „ 15
Ts'ing Kwa—Cucumbers ...... „ 2
Kà Li Ts'oi Liu—Curry Stuff, English .... „ 16
Shuen Tau—Garlic............ „ 8
Lö Keung—Ginger, old ...... „ 6
Tsz Keung—Ginger, young ... „ 5
Ts'ing Tau—Green Peas............ „ —
Kan Lik—Horse Radish, S'hai „ 12
Suk Mai—Sweet Corn............ doz 5
Yeung Shang Ts'oi—Lettuce... lb. 1
Mush Melon............ „ —
Shang Tsö Ku—Mushrooms, fresh............ lb. —
Yeung Ts'ung Tau—Onions, Bombay „ 8
Shang Ts'ung—Onions, Green „ 5
Yat Pun Ts'ung Tau—Onions, Japanese .... „
Shanghai Ts'ung Tau—Onions, Shanghai .... „ 6
Mò ka—Okroes............ „ 15
Young Yuen Si—Parsley, Eng „ 5
Foochow Shu Tsai—Potatoes Foochow ....
Shanghai Shu Tsai—Potato Shanghai 3
Yat Pun Shu Tsai—Potatoes, Japanese............ 3
O Mun Shu Tsai—Potatoes, Macao .... „ —
Fa Ke Shu Tsai—Potatoes, American 8
Fan Shu—Potatoes, Sweet...... „ 3
Tung Kwa—Pumpkin............ „ 3
Chü Tsai Ts'oi—Purslane ...... „ —
Hung Lo Pak Tsai—Radish ... „ 4
Kon Ts'ung Tau—Shalots...... „ 8
Yin Ts'oi—Spinach............ „ 4
Fü Tau—Taros............ „ 4
Fan Ke—Tomatoes............ „ 6
Lo Pak—Spinach Chinese...... „ 3
Tau kok............ „ —
Lien Ngau—Lily Root .... „ 5
Young Lo Pak—Turnips, Eng. „ 2
Tsit Kwa—Vegetable Marrow, „ 3
Mà Tai —Water Chestnuts, „ 5
Common .... „ 5
Kwai Lam Ma Tai— Water Chestnuts, Mandaarin ...... „ 6
Sai Yuong Ts'oi—Water Cresses „ 8
Tai Shü—Yams............ „ 3
Sage, ... per bundle „ —

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-ROWLANDS,
Secretary, Sanitary Board.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909.

Price $2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

THE GERMAN EMPEROR'S VISIT TO ENGLAND.

The Times of the 20th ult. had the following leading article on the visit of the German Emperor to England:—

To-day we say farewell to the German Emperor and Empress, and to the young Princess, who have been the guests of the King and Queen since Monday last. We trust that they have received from their stay in London as much pleasure as they have given, for that, beyond question, has been great and widespread. Bright and genial weather, more like the May of the poets than the May of common experience, has had for its counterpart a bright and genial welcome offered to the Imperial guests by all classes of English people. The great ceremony of Tuesday, the main object of the Emperor's journey, was carried through under the best possible conditions and it has been followed by entertainments in the Palace and in the houses of prominent people, bringing Their Majesties into friendly contact with much that is best in English society and with a number of our leading men. These gatherings have been all the more enjoyable since the visit, being private, was wholly without State; and it must have been a pleasant change for the Emperor, who at home is seldom out of uniform, to wear civilian dress. He has taken us as we are, in our habit as we live. He and the Empress have had sight-seeing in plenty, from the picture galleries and the Automobile Club to the birds and lions of the Regent's Park. They have been to the theatre, to a "command night" at the oldest of our playhouses, where they saw a play famous in the days of our grandfathers, acted by such a cast as our grandfathers could never have brought together. Swift motor-cars have taken them to Windsor between luncheon and dinner, and enabled them both to honour the memory of Queen Victoria and King Edward and to enjoy a brief glimpse of the revived glories of the Castle. At the same time, their eagerness to see as much as the brief holiday allowed has been equalled by the popular eagerness to see and greet Their Majesties. Crowds have lined the streets, and the cheers of the people have been cordial and spontaneous. All have been glad to welcome not only the Head of a great nation, but the cousin of the King and the eldest grandson of Queen Victoria.

Our English crowd is a good judge of character. It knows that in William II. it is receiving one of the most remarkable men of his time. Of the tremendous forces which his will ultimately controls it does not think on holiday occasions like this; but it consciously admires his rare intelligence, his boundless energy, and his unrivalled versatility. It knows that this great potentate, so closely allied in blood with ourselves, shares many of the tastes and interests that are ours. Hence the exceptional unanimity and warmth of the popular welcome that has been accorded to the King's visitors. Just now we are well prepared for such a reception of Royal guests, for the year of mourning is over, the Coronation is approaching, and our thoughts are full of the King and Queen. At such a time even politics, which are commonly so near our hearts, or, at least, so much in our mouths, are being left to the politicians while the public stands aside and cheers the Royalties. It is perhaps fortunate that etiquette forbids Sovereigns to attend each other's Coronations; for thus we have been able to have the Emperor and Empress among us without any formality, and to give them a chance of enjoying themselves, as we hope and believe that they have done. May we add, in words which are as far as possible from a formal compliment, that the presence and personality of the Empress and grace and charm of the young Princess have made a deep impression upon the people of London? Even the roughest workman could hardly think ill of an Emperor whose Empress radiates sincerity and smiles. The brief visit is over, but everybody hopes and believes that the increase of mutual knowledge which it has brought will carry with it an increase of friendship and mutual esteem.

In this hope and belief we are encouraged by the certainty that in no respect can the visit cause any disquiet to our friends abroads. The tension that has sometimes marked Anglo-German relations in the past has indeed occasioned anxiety to France, Russia, and other States whose political interests and aims are largely identical with our own. They are able now to rejoice with us the more freely in that they know our loyalty towards them to be in no way affected by our cordial reception of Queen Victoria's eldest grandson. Political discussion has, we believe, been almost entirely absent from the German Emperor's intercourse with our statesmen—an additional proof, were proof needed, of the Emperor's tact. He is aware, as France and Russia are aware, of the firm and consistent attitude maintained by Great Britain towards the graver International issues of the moment; and this knowledge, in precluding all ambiguity, has enabled him whole-heartedly to enjoy the cordial hospitality it has been our privilege to extend to him, to the Empress, and to the great-granddaughter of our late beloved Queen.

WAGNER'S DEBUT.

HOW HE HEARD HIS OWN COMPOSITION.

Literary and artistic circles are looking forward with the keenest interest to the publication of the secret autobiography of Wagner—a work which has been in existence for 40 years, but which has been carefully kept from the general public hitherto. Of peculiar interest is the great musician's own account of his debut as a composer. This took place at Leipzig:—

"It was the Christmas of the fateful year 1830; as usual, there would be no performance at the theatre on Christmas Eve, but instead a concert for the poor had been organised, which received but scant support. The first item on the programme was called by the exciting title 'New Overture'—nothing more! I had surreptitiously listened to the rehearsal with some misgiving. I was very much impressed by the coolness with which Dorn fenced with the apparent confusion which the members of the orchestra showed with regard to this mysterious composition.

THE DRUMMER'S CONFUSION.

"The principal theme of the Allegro was contained in four bars; after every fourth bar, however, a fifth bar had been inserted, which had nothing to do with the melody, and which was announced by a loud bang on the kettle-drum on the second beat. As this drum-beat stood out alone, the drummer, who continually thought he was making a mistake, got confused, and did not give the right sharpness to the accent as prescribed by the score. Listening from my hidden corner, and frightened at my original intention, this accidentally different rendering did not displease me. To my genuine annoyance, however, Dorn called the drummer to the front and insisted on his playing the accents with the prescribed sharpness. When, after the rehearsal, I told the musical director of my misgivings about this important fact he stuck to it that the thing would sound very well as it was.

WAS REFUSED ADMISSION.

"In spite of this assurance my restlessness grew, and I had not the courage to introduce myself to my friends in advance as the author of the 'New Overture.' I had forgotten to buy a ticket and was refused admission by the man at the door. Suddenly the tuning up of the orchestra grew louder and louder, and I thought I should have to miss the beginning of my work. In my anxiety I revealed myself to the man at the door as the composer of the 'New Overture,' and in this way succeeded in passing without a ticket. The Overture began; after the theme of the 'back' brass instruments had made its If heard with great emphasis, the 'red' Allegro theme started in which, as I have already mentioned, every fifth bar was interrupted by the drum-beat from the 'black' world. The fatal drum-beat, brutally hammered out, entirely deprived me of my senses. I heard my neighbours calculating the return of this effect; knowing the absolute correctness of their calculation, I suffered ten thousand torments and became almost unconscious. At last I awoke from my nightmare when the Overture, to which I had disdained to give what I considered a trite ending, came to a standstill most unexpectedly.

THE MAN AT THE DOOR.

"No phantoms like those in Hoffmann's Tales could have succeeded in producing the extraordinary state in which I came to my senses on noticing the astonishment of the audience at the end of the performance. I heard no exclamations of disapproval, no hissing, no remarks, not even laughter; all I saw was intense astonishment at such a strange occurrence, which impressed them, as it did me, like a horrible nightmare. Nothing, however, equalled the pain of coming face to face with the man at the door; the strange look he gave me haunted me ever afterwards, and for a considerable time I avoided the pit of the Leipzig Theatre."

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, June, 1.

Per value each share £1. Calls paid up are:—	Malayan Companies	Singapore Fraser & Co.'s Prices, May 3	Dividends
15/ paid	Alor-Pongsu		......
fy. "	Anglo-Johore		......
2/ fy. "	Anglo-Malay	1.2.3	100% 10
17/6 "	Bakap		......
fy. "	Banteng		5% '10
fy. "	Batu Caves	16.0.0	150% '10
fy. " } 15/ " }	Batu Kawan		......
fy. "	Batu Tiga	5.0.0	10% 10
2/, 1/ "	Beranang Selangor ...		......
15/ "	Bernam Perak ...		3% '09
fy. "	Do. Ordinary		......
fy. , } 12/6 " }	Bidor		......
2/ fy. "	B'lands Selangor ...		......
2/ fy. "	Bukit Cloh		......
fy. " } 15/ " }	Bukit Kajang	2.13.9	11½% '10
2/ fy. " } Options }	Bukit Mertajam	3/4	......
fy. paid	Bukit Rajah...	15.10.0	80% '10
2/ 9/ "	Bukit Selangors		......
fy. "	Castlefield	6.8.3	7½% '10
8/ " } fy. " }	Chankat Salak R. and Tin		......
2/ fy. "	Chersonese	4,5	......
5/ "	Cheviot		......
2/, 1/6 "	Chota Rubber		......
2/ fy. "	Cicely Ordinary	2.5.0	150% '10
2/ fy. "	" Preferred	2.5.0	153¾% '10
2/ fy. "	Consol. Malay	1.2.6	100% '10
fy. ,	Damansara	6.15.9	75% '10
fy. "	Dennistown		......
2/ fy. "	Enbh. Selangor	12/-	30% '10
fy. "	Fed. Selangor		90% '10
2/, 1/6 "	Gna Kee R. Est.		......
15/ "	Garing (Malacca) ...		......
fy. "	Golconda	5.12.6	25% '10
fy. "	Golden Hope	5.15.0	40% '10
£1 fy. "	Gula-Kalumpong		6¼% '10
fy. "	H. and Lowlands	5.3.0	50% '10
fy. "	Inch Kenneth	14.0.0	25% '10
15/ ,	Johore Para		......
10/ "	Johore R. Lands		......
12/6 "	Jong-Landor		......
fy. "	Jugra (Ordinay)		25% '10
17/6 "	Juru Estates...		......
2 fy. "	K'pong Kuantan		......
2/ 1/ "	Kamuning "A"	4/9 pm	15% 10
2/ fy. "	Do. "B"	7/3	......
fy "	Kapar Para	8.6.6	65% '10
fy. "	Kellas		......
fy. "	Kepong		7½% '10
7/6 "	Killinghall		......
2/ fy. "	Kinta Kellas		......
fy. "	Klanang		87½% '10
2/ 1/ "	Klian-Kellas		......
2/ 1/ "	Kota Tinggi	2/9	......
10/ " } fy. " }	Khota Tampan		......
15/ "	Krubong		20% '10
fy. "	Kuala Klang		......
fy. "	Kuala Lumpur	7.13.9	75% '10
2/ fy. "	Kuala Pahi		5% '10
2/ fy. "	Kuala Selangor		......
2/ fy. "	Labu	13/7½	30% '10
fy. " } 15/ " }	Lanadron	4.16.3	12½% '10
fy. " } 7/6 " }	Ledbury	3.15.0 / 2.1.6 pm	10% '10
2 15/ "	Lendu		......
2/ fy. "	Linggi	2.10.9	150% '10
2/ fy. "	London Asiatic	13/-	25% '10
13/ "	Lumut Est.	Nom.	......
2/ fy "	Madingley Est.		......
fy. "	Malacca 7½% Cum. Participating Pref	9.15.0	10 '09

Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, May 3	Dividend
fy. paid	Malacca Ordinary	10.7.6	......
2/ fy. "	Merlimau	5/5	......
fy. "	Merton Syndicate		10% 1)
fy. "	Mount Austin	1.15.0	......
2/, fy. "	Narborough Est.		......
14/ "	North Hummock		25% '10
2/ fy. "	Padang Jawa	4/3	......
fy. "	Pandan Johore		......
2/ fy. "	Pataling	2.17.1½	325% '10
fy. "	Pelepah (Johore)		......
fy. "	Perak	8/6	12½% 10
10/ "	Peneiro Est.		
12/6 "	Prye		10% '01
17/6 "	Ratanuf		......
12/6 "	Rembia	10/- pm	......
fy. "	Rim		......
2/ fy. "	R. Est. of Krian		......
15/ "	R. of Johore		......
fy. "	Sagga	12.10.0	60% '10
fy. "	Seafield	6.7.6	40% '10
2/ fy. "	Selangor	2.17.6	375% 10
£1 fy. "	Seletar Rubber		......
15/ "	Sempah		......
16/ "	Sendayan	1.17.6pm	......
fy. "	Seremban	4.8.0	36% '10
fy. "	Serangoon		......
fy. "	Shelford	3.7.0	30% '1
2/, 1/ "	Siginting (N. S.)		......
fy. "	Singapore Para	5/1	12½% 10
2/ fy. "	Straits (Bertam)	7/3	7½% 10
15/6 "	Strathmore R		......
17/6 "	Sungei Bahru		......
fy. "	Sungei Choh	4.17.6	......
2/ fy. "	Sungei Kapar	12/10½	55% 10
15/ "	Sungei Kruit		......
12/6 "	Sungei Liang		......
fy. "	Sungei Salak	4.15.0	......
fy. "	Sungei Way	6.10.0	30% '10
17 "	Tangkah		......
fy. " } 7/6 " }	Third Mile		......
fy. "	Tremelbye		10% 10
15/ "	Utd. Sua Betong		......
2/ fy. "	Val d'Or Est...		......
2/ fy. "	Vallambrosa...	1.15.7½	75% '10
	Trust and Finance Companies.		
5/ paid	Anglo-Straits R. T.... ...		......
10/ " } Options }	Eastern Internat. Trust ...		20% '10
5/ paid	Mid-East Invest		......
10/ " } Options }	Rubber Plants. Inves. Trust		7½% 11
10/ paid	R. Share Trust		
15/ "	Strait. M. & Trust... ...		......
	India, Ceylon, Borneo, Java and Sumatra.		
fy. paid	Anglo-Java		......
fy. "	Asahan (Sumatra		......
fy. "	Bangawan R.		......
17/6 "	Beaufort		......
12/6 "	Central Sumatra		......
5/ "	Indian Peninsula		......
15/ "	Java Amalgam		......
fy. "	Kimanis		......
17/6 "	Langkon		......
fy. "	Manchester		......
fy. ,	Nirmala (Java)		......
1/6 "	Pontianak		......
2/ fy. "	Sumatra Para	11/-	33⅓% '10
10/ "	Sumatra Props.		
fy. "	United Serdang	5.7.6	10% '10
2/ fy. "	Utd. Sumatra	8/7½	20% '10

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PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
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LONDON ...... 'Hongkong Daily Press' Office 131, Fleet Street, E.C.
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THE SHIP'S ENGINEER.

Having for the last number of years done quite a lot of travelling, both by land and sea, writes a correspondent in *The Statesman*, I pride myself on being very observant, even in the smallest details which are likely to come under the eye of the every-day traveller. On different occasions I have taken trips of six and seven days' duration, going to and from the different places in the East, and have always, at all times, looked on the daily routine on board ship as being very interesting. The changing of watches, the captain going his rounds, the navigating officer with his sextant taking the sun at mid-day, and the fourth officer mustering the boat's crew every night at three bells in the dog-watch (half-past seven) (although this is too often a farce, and is treated by the native seamen as a huge joke) are all aids to the enjoyment of life on board ship. Had I been questioned as to my knowledge regarding ship life, I would have said that I know all about the work and the duties allotted to each officer, but also, like the sightseer, I missed one of the most important officers on boardship namely, the engineer.

One day, being desirous of something to read on the steamer I was travelling on, I got a volume from the ship's library, which happened to be a nautical yarn, and found, on perusing the book, that the hero was a ship's engineer.

This naturally brought me to wonder which of the officers I had become acquainted with on this particular steamer were engineer officers and which were deck officers, and I resolved to find out at the first opportunity. That same evening at dinner I remembered the matter, and running to one of the ship's officers sitting next to me at table (who I learned afterwards was the second mate), I enquired if he was an engineer. I was surprised to see that he looked horrified, and answered me in a very indignant manner that he was not. I then asked him who were the engineer officers then sitting at table, and was told that the Chief Engineer was the only one from the engine-room department who dined in the saloon. He volunteered the information that the engineers had a mess-room of their own, and were not allowed the use of the first-class deck or permitted to dine in the saloon. This information appeared to me to be very strange, for, if the deck officers were allowed to associate with the first-class passengers, why were not the engineer officers? As I had friends at home belonging to the engineering profession and who were in the best society, I made up my mind to look into the true state of affairs.

The ship I speak of plied between Indian ports and the Straits, and had on that particular trip over one thousand coolies, who were, I must add, of the dirtiest class that one could see. The morning after our conversation at table I enquired where the engine-room officers had their cabins, and was disgusted to find that they had their quarters on the same deck as the coolies, with only a few feet of space intervening between them, whereas the deck officers had their cabins on the upper deck, far removed from the coolies. Having gone so far, I resolved to interview some of the engineers, and on making my way along the deck to their cabins, I was almost sickened with the stench coming from the native passengers, and to my mind it was no place for a white man to live near. I found the engineers very interesting, and heard from them that the company prohibited them from using the first-class deck, and the second-class passengers that, as a rule, the ship carried were people with whom they would not, under ordinary circumstances, associate. Another drawback to using the second-class deck was that, at the time I speak of, it was stacked from the deck to the roof with bags of onions, and the only available space for walking on was very limited. It makes one wonder if the ship-owners and directors of some of the large companies actually know the true state of affairs on board ship. When the engineers were off watch they had to confine themselves to their cabins, whereas the mates had the use of all the decks on the ship. It strikes one that it is really the engineer who should enjoy this privilege, after completing his watch of four hours in a hot engine-room. I had the experience of going down to see the engines and boilers, where the temperature was standing at 140 degrees. This heat was what the engineer has to stand from the time he goes on watch till the time he comes up to his stuffy cabin, where he has to remain till it is time for him to go on watch again.

The day after we arrived at our destination I had occasion to go down to the ship, then alongside the wharf. All the deck officers were having the day off, which was only to be expected (it being Sunday), but on going to the engineers' quarters, I found they were all in the engine-room working. On making enquiries from one of the engine-room staff I was informed that it was a common occurrence for them to start work on the ship's arrival in port, and to keep at it till the ship was on the point of leaving again, showing that in port, as well as at sea, the engine-room officers have a much harder time than the deck officers.

One does not need to know much about the engineering profession to see at a glance how the dividends of the large steamship companies must depend on the honest, energetic working of the ship's engineers. On that account, as much as anything else, they ought to receive more consideration at the hands of the shipowner. Of recent years the Admiralty has recognized the value of the engineer in the Navy, and to this recognition we owe the vast improvement which has taken place in our fighting fleet of to-day.

One hears every day what fine fellows the captain and the deck officers in the merchant service are, but there is never a mention of the engineer officer, for the simple reason (as one of the saloon passengers remarked) that they are kept in the background. The seagoing engineer of the present day is a very highly educated man, who goes through a training in all the different branches of Marine Engineer—very often a college training) to familiarise himself with the large plants of main and auxiliary machinery which are on the modern ocean-going steamer, and which he must understand. Under the most favourable conditions, the engineer officer's life at sea is a hard one, and in tropical climates his lot is not to be envied and the every-day traveller cannot dilate enough on the consideration which is due to the man of machinery. Seeing that the naval engineer of to-day has reached the attitude on board ship within the last few years, it would pay all shipowners to grant more privileges and better terms to such an important factor on board their ships as the engineer.

How ridiculous it must appear to the engineers of a ship arriving in port to see in the leading papers the congratulations showered on the captain of their ship on the record voyage just completed, when most of the credit of the fast run is due the engineers. On speaking on this subject to a friend of mine, who is connected with one of the leading steamship companies in London, he told me of a very interesting case that came under his notice. The firm in which he is interested has among their fleet two steamers which are known to indicate the same power. Under the same conditions, they were sent from their home port to some ports in the East and back. It was found that the coal consumed on one ship was a hundred tons more than on the other, and as a result the chief engineer was suspended. On his appealing to his company it was found on examination of the log-books belonging to the two ships that the mileage covered by the one steamer which had the large consumption was far in excess of the other, showing that the fault lay with the captain of the ship by taking an irregular course on the voyage. I am pleased to add that the chief engineer was reinstated.

It is about time that the ship-owners realized the fact that the sea-going engineer is undervalued on board ship and that his status is the highest in the nautical profession.

WEATHER REPORT.

On the 12th at 11.55 a.m.—The barometer has fallen quickly in Vladivostok owing to the advance Eastwards of a depression over Manchuria.

Pressure is highest over the Pacific to the Eastward of the Bonins. It is still in moderate excess of the normal, but giving way over China and Tongking.

The barometer has a tendency to fall also over the Philippines, and pressure remains relatively low over the S.E. part of the China Sea.

Light to moderate E. and S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood...(*)	
Formosa Channel ..	Same as No. 1.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

* E. and S.E. winds, light to moderate; fair to showers.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Katonwing ...	Kobe
Keechong ...	Omuta
Kolionatjie ...	Soerabaia
Kwangkaling ...	Soerabaia
Kwongtontai Kwongyenpong	Kobe
Massey, Hongkong Hotel ...	St. Petersburg
1311, 5288... ...	Amoy
J. Nohr ...	Manila
2988, 4410... ...	Amoy

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

Address	From
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Cayrus Denne Messagerie *Australien* ...	...Mytho
Dewawongse-Prince Mahachakar	Hanoi
Hailung ...	...Manila
Lawtieheen 221, Hollywood	...Batavia
Lokye ...	...Rangoon
Sands ...	...Macao
Sherin... ...	...Bombay
Shuncheong ...	Namdinh
Tuengshim c/o Wangfutyuen Bonham Strand ...	...Port Darwin
Wosing ...	...Bombay

A FRENCH ANECDOTE OF KING GEORGE!

Mélanie is a French nursemaid, in service in London. The *Liberté* says that its representative has seen a letter, written by her to a former mistress in Paris, describing an "interview" she had with King George in Hyde Park some mornings ago. She was taking "Miss Jonny," aged 7, to the park. A crowd was waiting, and Miss Jenny explained that they were waiting to see the King. When the King rode by the French nursemaid shouted "Vive le Roi!" for all she was worth.

King George rode on, then reined in, turned back, and came up to the nursemaid, who describes herself as struck all of a heap.

"I should like to thank the person who called out 'Vive le Roi!'" said the King. Mélanie "trembled all over," but summoned up courage to say, in French, as she has not yet learnt English, "Monsieur is very polite. I was very pleased to see Monsieur go by; but now you speak to me that is better still."

"This is the first time," King George answered in French, "I have ever heard 'Vive le Roi,' said to me. It is a pleasure my father often had." His Majesty went on to ask how long Mélanie had been in London, and whether she liked it. Melanie replied that the English were very nice and polite, and that she would like London very much if it did not rain so often. The King laughed, and asked what country she came from. "From the Drome, Monsieur." "That is M. Loubet's country, is it not?" Well, Mademoiselle, summon up courage to learn our language. We are very fond of the French. Good-bye." The King then bowed, and rode away.

The conclusion of Mdlle. Mélanie's letter expresses deep remorse at having called the King "Monsieur."

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Derfflinger* left Shanghai via Foochow on the 10th instant, at 6 p.m., and may be expected here on or about the 14th inst., at 6 p.m.

The Silk ex O.S.K. steamer *Canada Maru*, left Hongkong on the 2nd ultimo, was delivered in New York on the 7th instant.

The P. & A. S.S. Co. str. *Henrik Ibsen* from Portland left Moji on the 11th instant, and is due to arrive at Hongkong on the 16th inst.

The I.G.M. str. *Gneisenau*, which left here on the 7th inst., at 6 p.m., arrived at Singapore on the 12th inst., at 6 a.m.

The T.K.K. str. *Nippon Maru* sailed hence on the 2nd inst., arrived at Yokohama on the 10th inst., and will sail for San Francisco on the 13th inst.

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BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Weihaiwei.

Astræa, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, en route to Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, en route to Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.

Clarub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford. Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtsze.

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Labuan (Borneo).

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.) 14,500, tons, i.h.p. 27,000, Capt. G. C. Cayley, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. en route to Hongkong.

Moorhen, river gunboat 180 tons, 2 guns, i.h.p. 300, Lieut.-Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Hongkong and Singapore.

Nightingale, river gunboat, 85 tons, 240 h.p, Lt.-Comdr. Claude Hillersden-Woodward, R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trille, R.N., Hongkong

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangtsze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong.

Virago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, en route to Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtsze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yangtsze.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

SHIPPING IN PORT.

STEAMERS.

ANTENOR, British str., 3,563, Garwood, 11th June—Hankow 6th June, General—Butterfield & Swire.

ANTILOCHUS, British str., 5,792, A. R. Stewart, 10th June—Seattle and Kutchinotzu 6th June, General—Butterfield & Swire.

BRAND, Norwegian str., 1,519, Evensen, 8th June—Newchwang 30th May, Chefoo 2nd June, General—T. & Co.

CHENAN, British str., 1,350, L. Lloyd Jones, 8th June—Shanghai 4th June, General—Butterfield & Swire.

CHILDAR, Norwegian str., 1,102, H. Nielssen, 1st June—Bangkok 25th May, Rice—Aagaard, Thorsen & Co.

CHINA, American str., 3,186, Emery Rice, 5th June—San Francisco 11th May, Mails and General—P. M. S. S. Co.

CHIPSHING, British str., 1,190, F. Mooney, 9th June—Tientsin 1st and Weihaiwei 3rd June, General—Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, Solvesen, 10th June—Hongay 7th June, Coal—Aagaard, Thoresen & Co.

DERWENT, British str., 1,560, J. Jenkins, 10th June—Saigon 6th June, Rice and General—Chinese.

FAUSANG, British str., 1,400, H. S. Malkins, 1st June—Port Courbet 30th May, Coal—Jardine, Matheson & Co.

GLENFALLOCH, British str., 1,434, J. Mason 1st June—Singapore 26th May, General—Order.

HAIMUN, British str., 641, J. W. Evans, 11th June—Foochow, Amoy and Swatow 8th June, General—Douglas, Lapraik & Co.

HAKATA MARU, Japanese str., 6,161, H. Nomura, 11th June—Kobe 3rd and Moji 6th June, General—Nippon Yusen Kaisha.

HALVARD, Norwegian str., 1,066, Anderson, 5th June—Bangkok 28th May, General—Aagaard, Thoresen & Co.

HARDINGE, British troopship, 2,976, C. M. Luck, R.I.M., 11th June—Bombay 22nd May, Troops.

HONGKONG MARU, Japanese str., 3,439, H. Hinokuma, 31st May—Moji 25th May, General—Toyo Kisen Kaisha.

HONGKONG, French str., 739, A. Cornelinssen, 2nd June—Haiphong 30th May and Hoihow 1st June, General—A. R. Marty.

HOPSANG, British str., 1,359, J. M. Hay, 6th June—Bangkok 30th May, Rice—Jardine, Matheson & Co.

ISCHIA, Italian str., 2,480, Belsito, 4th June—Bombay and Singapore 29th May, General—Carlowitz & Co.

JESERIC, British str., 3,113, Robert White, 10th June—New York 16th April, General—A. Weir & Co.

KEONGWAI, German str., 1,115, F. Nicolaisen, 6th June—Saigon 2nd June, Rice—Butterfield & Swire.

KWANGSE, British str., 1,228, Plunkett Cole, 10th June—Tsingtau 5th June, General—Butterfield & Swire.

LARGO LAW, British str., 3,774, R. E. Hellett, 1st June—Guaymas 1st May—Eng Hok Fong S.S. Co.

LOKSANG, British str., 979, G. H. Bowker, 10th June—Chinkiang 6th June, Groundnuts and Rice—Jardine, Matheson & Co.

LOONGMOON, German str., 1,701, W. Vogeler, 5th June—Saigon 1st June, Rice—Hamburg-Amerika Linie.

MAUSANG, British str., 1,644, G. S. Weigall, 6th June—Sandakan 1st June, Timber and General—Jardine, Matheson & Co.

MUREX, British str., 3,056, Y. A. Thomas, 10th June—Balik Papan 2nd June, Bulk Oil—Aagaard, Thoresen & Co.

PONGTONG, British str., 997, W. Botefuhr, 7th June—Bangkok 31st May, Rice and Teakwood—Butterfield & Swire.

PROTESILAUS, British str., 2,345, D. P. Campbell, 8th June—Liverpool 30th April and Manila 6th June, General—Butterfield & Swire.

QUINTA, German str., 987, Schlesenger, 10th June—Bangkok and Swatow 9th June, Rice—Chinese.

SABINE RICKMERS, Dutch str., 573, D. E. Boeve, 10th June—Foochow 8th June, Ballast—Asiatic Petroleum Co.

SAMSEN, German str., 903, Wolff, 8th June—Bangkok 31st May, Rice—Butterfield & Swire.

SEATTLE MARU, Japanese str., 6,182, I. Saitow, 8th June—Manila 6th June, Flour, Salt-fish and M'dise.—Osaka Shosen Kaisha.

SOSHU MARU, Japanese str., 1,119, K. Sakawa, 9th June—Swatow 8th June, General—Osaka Shosen Kaisha.

TAIYUAN British str., 1,459, L. Dawson, 10th June—Sydney and Melbourne 17th May, Frozen and General—Butterfield & Swire.

TEAN, British str., 1,345, A. W. Outerbridge, 9th June—Manila 6th June, General—Butterfield & Swire.

TSINTAU, German str., 1,002, Petersen, 10th June—Bangkok and Swatow 9th June, Rice—Butterfield & Swire.

VESTFOLD, British str., 1,112, Petersen, 7th June—Bangkok 31st May, Rice—Aagaard, Thoresen & Co.

YUNNAN, British str., 1,240, G. W. Eddy, 9th June—Newchwang 2nd June, Coal—Butterfield & Swire.

SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,996, Jame, White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

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VIA

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIC...	6,400	J. Mathie	30th June.

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The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

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PROPOSED SAILINGS.

FROM HONGKONG: 15th June

FROM COLOMBO: CAMBYSES... ... ... 12th July

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(MANAGING AGENTS).

Hongkong, 10th June, 1911. 173

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NIPPON".....	On 15th June

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS TOP FLOOR

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HONGKONG TIDE TABLE.

From June 13th to 19th, 1911.

Days of Week.	Days of Month.	High Water. H'kong Mean Time.	Height.	Low Water. H'kong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in
Tues.	13	m 9 20	7 2	m 2 55	3 1
				5 5 a	0 8
Wed.	14	m 0 5	3 8	m 3 20	3 3
		m 9 48	7 1	5 45 a	0 8
Thurs.	15	m 1 3	3 8	m 3 43	3 5
		m 10 17	7 0	6 27 a	0 8
Fri.	16	m 2 3	3 7	m 4 2	3 6
		m 10 49	6 8	7 10 a	1 0
Sat.	17	no inferior	high-	nor low-	water.
		m 11 27	6 5	7 55 a	1 1
Sun.	18	no inferior	high-	nor low-	water.
		0 16 a	6 1	8 44 a	1 3
Mon.	19	m 4 32	4 2	m 6 34	4 1
		1 24 a	5 6	9 36 a	1 6

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 12th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.88	29.91	29.81
Temperature ..	85	85	85
Humidity	74	71	75
Wind Direction ...	E	E	SE
,, Force ...	2	2	1
Weather	c	c	c
Rain.....	—	0.00	—

Highest open air Temperature on 11th 88
Lowest open air Temperature on 11th 79

SHIPPING

ARRIVALS.

ATREUS, British str., 4,291, Jas. Riley, 10th June—Shanghai and Foochow 3rd June, Tea and General—Butterfield & Swire.
CHIPSHING, British str., 11th June—Canton.
CHIYUEN, Chinese str., 1,177, Wm. Jamieson, 11th June—Shanghai 7th June, General—C. M. S. N. Co.
DAIYA MARU, Jap. str., 1,735, Nakamoto, 12th June—Motsu 5th June, Coal—M. B. K.
FRI, Norwegian str., 867, N. G. Anders, 12th June—Newchwang 4th and Dalny 6th June, Bean—Asgaard, Thoresen & Co.
HANGSANG, British str., 11th June—Canton.
HANOI, French str., 630, A. Mocker, 11th June—Haiphong via Pakhoi 8th June, General—A. R. Marty.
HONG WAN L., British str., 2,060, J. H. Hainsworth, 11th June—Singapore 6th June, Sugar and General—Joo Tek Seng.
HUICHOW, British str., 1,217, G. Hooker, 11th June—Tientsin 3rd and Chefoo 5th June, General—Butterfield & Swire.
INABA MARU, Japanese str., 3,837, S. Tominaga, 11th June—Seattle 9th May, Shanghai 9th June, Coal and General—Nippon Yusen Kaisha.
INDRA, British str., 3,623, A. S. Graham, 11th June—Keelung 9th June—Standard Oil Co.
KOWLOON, Ger. str., 1,469, M. Vesper, 11th June—Hongay 7th June, Coal—Hamburg and Amerika Line.
LIGHTNING, British str., 2,122, E. P. Smith, 12th June—Calcutta via Straits 6th June, General—David, Sassoon & Co.
LINAN, British str., 1,350, C. C. Williams, 12th June—Shanghai 9th June, General—Butterfield & Swire.
NALIOTES, Dutch str., 1,047, Janssen, 12th June—Haiphong 9th June—A. P. Co.
SHIBETORO MARU, Japanese str., 1,234, Nomoto, 12th June—Moji 6th June, Coal—Osaka Shosen Kaisha.
SIGNAL, German str., 907, J. Iversen, 11th June—Haiphong via Hoihow 8th June, General—Jebsen & Co.
TJITAROEM, Dutch str., 3,567, P. Zwart, 10th June—Macassar 2nd June, General—Java-China Japan Lijn.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th June.

Chipshing, British str., for Tientsin.
Fausang, British str., for Kobe.
Haimun, British str., for Swatow.
Hakata Maru, Japanese str., for Singapore.
Hong Wan L., British str., for Amoy.
Hopsang, British str., for Singapore.
Ischia, Italian str., for Singapore.
Keongwai, German str., for Hoihow.
Seattle Maru, Japanese str., for Keelung.
Vestfold, British str., for Swatow.

DEPARTURES.

12th June.

ARRATOON APCAR, British str., for Singapore.
CARL DIEDERICHSEN, Ger. str., for Hoihow.
CHIYUEN, Chinese str., for Canton.
HANGSANG, British str., for Shanghai.
HUICHOW, British str., for Canton.
LINAN, British str., for Canton.
NEWCASTLE, British cruiser, for Singapore.
SINGAN, British str., for Haiphong.

SHIPPING REPORTS.

The Chinese str. *Chiyuen* reports: Gentle variable winds and fine weather throughout.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c...	NILS	Brit. str.	—	E. F. Daldy, R.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 24th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Kotzte	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM, & HAMBURG VIA STRAITS, &c	BRASILIA	Ger. str.	k. w.	Maass	HAMBURG-AMERIKA LINIE	On 9th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c	BRISGAVIA	Ger. str.	k. w.	Girstenbräu	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 8th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Faas	HAMBURG-AMERIKA LINIE	On 6th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	ATSUTA MARU	Jap. str.	—	Wm. Thompsen	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c	SCANDIA	Ger. str.	k. w	Knaisel	HAMBURG-AMERIKA LINIE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 5th July, at D'light
SINGAPORE, NAPLES, GENOA, ALGIERS, GIBRALTAR,	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 15th inst., at 10 A.M.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. FERINDAND	Aus. str.	—	B. Cobol	SANDER, WIELER & Co.	On 23th inst., at 2 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	DACRE CASTLE	Am. str.	—		SHEWAN, TOMES & Co.	About 21st inst.
NEW YORK	PATHAN	Brit. str.	—		DODWELL & Co., LTD.	On 28th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 28th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 1st July, at 5 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, S'HAI, &c	MEXICO MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 27th inst., at 11 A.M.
VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	To-day at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 20th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c	LUCERIC	Brit. str.	—	J. M'Mathie	THE BANK LINE, LIMITED	On 30th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—		PACIFIC MAIL S.S. Co.	On 16th inst., at 1 P.M.
SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN	MANCHURIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 24th inst., at 1 P.M.
SAN FRANCISCO VIA KEELUNG S'HAI & JAPAN, &c	CHIYO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 30th inst. at Noon.
PORTLAND VIA JAPAN	HENRIK IBSEN	Nor. str.	1 m.	Christen Smith	PORTLAND & ASIATIC S.S. Co.	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co	On 17th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th July, at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 4th Aug., at Noon
BEIRA, DELAGOA BAY, DURBAN, &c.	CAMBYSES	Brit. str.	—		THE BANK LINE, LIMITED	On 15th inst.
KOBE & YOKOHAMA	FAUSANG	Brit. str.	—	H. E. Maklin	JARDINE, MATHESON, & Co., LD.	To-day, at Noon.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 22nd inst., A.M.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Iseke	MELCHERS & Co.	About 27th inst.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 4th July, at Noon
MEXICAN, PERUVIAN & CHILEAN & JAPAN	HONGKONG MARU	Jap. str.	—	H. Hinokuma	TOYO KISEN KAISHA	On 17th inst., at Noon
JAPAN	TJILATJAP	Dut. str.	—	Roey	JAVA-CHINA-JAPAN LIJN	Quick despatch
TIENTSIN VIA SWATOW	CHIPSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 14th inst.
SHANGHAI	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SIMILA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	LOKSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	—		OLOF WIJI & Co., LTD.	On 15th inst.
SHANGHAI	CHINHUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 17th inst., at M'light
SHANGHAI, YOKOHAMA & KOBE	PERSIA	Aus. str.	—	Clunack	SANDER, WIELER & Co	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	HELLAS	Ger. str.	k. w.	Sach	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, MOJI & KOBE	BINGO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 21st inst.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALERMO	Brit. str.	—	J. B. Fergusson	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 24th inst., at M'night
SHANGHAI & KOBE	TJITAREM	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at 11 A.M.
SWATOW, TSINGTAU, WEIHAIWEI, TIENTSIN	HUICHOW	Brit. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, CHEFOO & NEWCHWANG	KWANGSE	Brit. str.	1 m.	P. Cole	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co	On 16th inst., at 11 A.M
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 20th inst., at 11 A.M.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 18th inst., at 10 A.M
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	Teask	JARDINE, MATHESON & Co., LD.	On 17th inst., at 2 P.M.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & Co	On 20th inst., at 4 P.M
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 24th inst., at 2 P.M.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 30th inst., at 4 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of June.
BOMBAY VIA SINGAPORE, & COLOMBO	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Belsito	CARLOWITZ & Co.	To-day, at Noon.
SINGAPORE	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 26th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-DAY, the 13th June, at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 8th June, 1911. [4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND,"

Capt. B. Cobol, will be despatched as above on

WEDNESDAY, 28TH JUNE, AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Princes' Buildings.

Hongkong, 12th June, 1911. [3

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"MONTEAGLE" WED'DAY, 28th June	"EMPRESS OF IRELAND" FRI., 28th July
"EMPRESS OF INDIA" SAT., 1st July	"ALLEN LINE" FRIDAY, 18th Aug.
"EMPRESS OF JAPAN" SAT., 22nd July	"EMPRESS OF BRITAIN" FRI., 8th Sept.
"EMPRESS OF CHINA" SAT., 12th Aug.	"ALLEN LINE" FRIDAY, 29th Sept.
"EMPRESS OF INDIA" SAT., 2nd Sept.	
"MONTEAGLE" TUESDAY, 12th Sept.	

"Empress" } Steamships leave HONGKONG at 6 P.M.
"Montcagle" } " " at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10
" " Intermediate on Steamers and 1st Class Railway ... } " £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner Pedder Street and Praya, opposite Blake Pier.

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG
(VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.
Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

2

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HENRIK IBSEN"	4,576	Christen Smith	On 20th June, NOON.
"HERCULES"	3,789	Racin Wilhelmse	On 30th June, NOON.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

KING'S BUILDING, (Opposite Blake Pier). FRED J. HALTON, AGENT. [94

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
SINGAPORE, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. F. PROSCH,	17,000	Thursday, 15th June, at 10 A.M
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK," Capt. J. RANDERMANN,	17,000	About 14th June.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST,	6,750	Saturday, 17th June, at D'light
KOBE and YOKOHAMA	"PRINZ WALDEWAR," Capt. F. ISECKE,	6,100	About 27th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	5,050	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th June, 1911. 5

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.
Hongkong, 12th June, 1911. [13

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."

Captain Clunack, will leave for the above places on SATURDAY, the 17th inst.

This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, 12th June, 1911. [3

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"DACRE CASTLE," { On or about 21st June.

For freight and further information apply to—

SHEWAN, TOMES & Co.,
General Agents,

Hongkong, 30th May, 1911. [767

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th June, 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. ARABIA, due in London on the 6th August, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent,

Hongkong, 12th June, 1911. [1

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSSEN & CO.,
HONGKONG.

香港中外新報

CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE ..... Capt. E. F. Daldy, R.N.R.	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA ..... Capt C. D. Goldsmith, R.N.R.	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMERO ..... Capt. J. B. Fergusson	About 22nd June	Freight only.
SHANGHAI	DELTA ..... Capt. E. P. Martin, R.N.R.	About 22nd June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA ..... Capt. S. Barcham	Noon, 24th June	See Special Advertisement.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1911. [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 13th June, 4 P.M.
SWATOW, CHEFOO and NEWCHWANG	"KWANGSE"	On 14th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 14th June, Noon.
SWATOW, TSINGTAU, WEIHAIWEI, and TIENTSIN	"HUICHOW"	On 14th June, 4 P.M.
SHANGHAI	"LINAN"	On 15th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 17th June, M'night
HAIPHONG	"SUNGKIANG"	On 18th June, 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 20th June 4 P.M.
SHANGHAI	"ANHUI"	On 22nd June, 4 P.M.
SHANGHAI	"CHENAN"	On 24th June, M'night

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

☞ SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, $45 SINGLE and $80 RETURN. TELEPHONE 35

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th June, 1911 [10

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILVIA ... 19th June.
S.S. HELLAS ... 20th June
S.S. SPEZIA ... 1st July
S.S. SILESIA ... 12th July
S.S. AMBRIA ... 28th July
S.S. ALESIA ... 9th Aug.
S.S. SENEGAMBIA ... 25th Aug.
S.S. SUEVIA ... 6th Sept.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA ... 23rd June
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA ... 26th June
FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 8th July
FOR ROTTERDAM & HAMBURG:
S.S. BRASILIA ... 9th July
FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 6th Aug.
FOR ROTTERDAM & HAMBURG:
S.S. BRISGAVIA ... 7th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2th June, 1911. [12

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
KOBE & YOKOHAMA	"FAUSANG"	Tuesday, 13th June, Noon.
† TIENTSIN VIA SWATOW	"CHIPSHING"	Tuesday, 13th June, Noon.
* SINGAPORE	"HOPSANG"	Wed'day, 14th June, Noon.
‡ SANDAKAN	"MAUSANG"	Wed'day, 14th June, Noon.
† SHANGHAI	"LOKSANG"	Thursday, 15th June, Noon.
* MANILA	"LOONGSANG"	Saturday, 17th June, 2 P.M.
* MANILA	"YUENSANG"	Saturday, 24th June, 2 P.M.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 26th June 2 P.M.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Tsingtau, Weihaiwei, Chefoo Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 13th June, 1911. [15

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. J. W. Evans	TUESDAY, 13th June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 16th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th June, 1911. 9

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
† CHIYO MARU	21,000	W. W. Greene	FRIDAY, June, 30th, Noon.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
† TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA AND HONOLULU, on FRIDAY, 30th June, at NOON.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS.	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, Noon.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at NOON.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE YOKKAICHI, SHMIDZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 14th June at 10 A.M.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 18th June at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS $45.50 2ND CLASS $29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

O. B.
BEER.
"Just Try It"

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	†‡KAWACHI MARU Capt. H. Petersen,	7,000	THURSDAY, 15th June, at Noon.
	ATSUTA MARU Capt. Wm. Thompson,	9,000	WED'DAY, 21st June, at Daylight
	HITACHI MARU Capt. T. Yamawaki,	7,000	WED'DAY, 5th July, at Daylight
VICTORIA B.C. & SEATTLE	§ KAMAKURA MARU Capt. B. Koi,	7,000	SATURDAY, 15th July, from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU and YOKOHAMA	§ INABA MARU Capt. S. Tominaga,	7,000	TUESDAY, 20th June, at 4 P.M.
	§ TAMBA MARU Capt. K. Noda,	7,000	TUESDAY, 18th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Cant. M. Yagi,	6,000	FRIDAY, 7th July, at Noon.
	KUMANO MARU Capt. M. Winckler,	6,000	FRIDAY, 4th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	‡ HAKATA MARU Capt. H. Nomura,	7,000	TUESDAY, 13th June.
SHANGHAI, MOJI, and KOBE	‡ BINGO MARU Capt. J. S. G. Parsons,	7,000	WED'DAY, 21st June.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope,	9,000	THURSDAY, 22nd June, A.M.
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler,	6,000	TUESDAY, 4th July, at Noon

† Calling at Djibouti.
§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ‡ Cargo only.

CHEAPEST SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1ST CLASS	$120	$110	$100	$90
2ND "	$ 80	$ 70	$ 60	$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14—40] T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.
PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES	
* MANCHURIA	27,000	SATURDAY,	24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY,	15th July, at 1 P.M.
* KOREA	18,000	FRIDAY,	11th Aug., at 1 P.M.
* SIBERIA	18,000	FRIDAY,	26th Aug., at 1 P.M.
* MANCHURIA	27,000	FRIDAY,	8th Sept., at 1 P.M.
* MONGOLIA	27,000	SATURDAY,	30th Sept., at 1 P.M.
* KOREA	18,000	SATURDAY,	28th Oct., at 1 P.M.
* SIBERIA	18,000	FRIDAY,	10th Nov., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 24th June, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons ..... FRIDAY, 16th June, at 1 P.M.
FRIDAY, 7th July, at 1 P.M.
PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £45.
HONGKONG TO SAN FRANCISCO ..... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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PASSENGERS.

ARRIVED.

Per *Linan*, from Shanghai, Mr and Mrs Bowen, Miss Diamond, Miss Arnold, Messrs Williams, Werner and Bower.

EXPECTED.

Per P. & O. str. *Simla* due here on 15th June, from London on 6th May, for Kobe, Miss Butterworth; for Shanghai, Mr W. D. Morey, Mr J. E. Fletcher, Mrs Morley, Miss J. Coope, Mr J. H. Milmer, Miss Hemlyn; for Manila, Mr and Mrs H. S. King; for Hongkong, Mr. Boneface, Dr De Vane.

STEAMERS PASSED THE CANAL.

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May 16th—*Soyo Maru, Alesia.* 19th—*Borneo, Hellas, Menelaus, Nippon, Sikh, Silvia, Siam, Wakasa Maru, Yangtsze.* 23rd—*Benlarig, Brisgavia, Rheinfels.* 26th—*Calchas, Dumbea, Kitano Maru, Palermo, Pembrokeshire, Tydeus, Yorck, Warrior.* 30th—*Glamorganshire, Helene, Rickmers, Indien, Reigate, Spezia, Baron Minto.* June 2nd—*Bellerophon, Bencleuch, Benlarig, Deucalion, Kabinga, Palma, Patroclus, Saxonia, Syria, Indradeo.* 6th—*Cardiganshire, Liberia, Nippon, Patroclus, Ville de la Ciotat.* 9th—*Aki Maru, Indrasamha, Kanagawa Maru, Prometheus.*

ARRIVALS AT HOME.

June 9th—*Senegambia, Tourane.*

TEPLITZ WATER

THE PEARL OF ALL MINERAL WATERS.

Sole Representative for Hongkong and China :

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

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SCHWABINGER BEER

CARL BERNH. MULLER

MUNICH.

Sole Representative for Hongkong and China :

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

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Hoehl Extra Dry

goût americain

Sole Representative for Hongkong and South China

Hugo C. A. Fromm, Hongkong.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *York*, with the German Mail, left Singapore on Friday, the 9th inst., at 10 a.m., and may be expected here to-day at 2.00 p.m.

The *Derflinger*, with the Siberian Mail, is due to arrive here to-morrow

The *Manchuria*, with the American Mail, leaves Manila on Wednesday, the 14th instant and may be expected here on or about Friday, the 16th inst.

FOR	PER	DATE
Hoikow and Bangkok	*Keongwai*	Tuesday, 13th, 8.00 A M
Swatow and Bangkok	*Vestfold*	Tuesday, 13th, 8.00 A M
Amoy	*Hong Wan I*	Tuesday, 13th, 9.00 A M
Swatow, Amoy and Foochow	*Haimun*	Tuesday, 13th, 10.00 A M
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma	*Seattle Maru*	Tuesday, 13th, 10.00 A M
Singapore, Penang and Bombay	*Ischia*	Tuesday, 13th, 11.00 A M
Singapore, Colombo and Bombay	*Hakata Maru*	Tuesday, 13th, 11.00 A M
Kobe and Yokohama	*Fausang*	Tuesday, 13th, 11.00 A M
Swatow and Tientsin	*Chipshing*	Tuesday, 13th, 11.00 A M
Macao	*Sui Tai*	Tuesday, 13th, 1.15 P M
Manila, Cebu and Iloilo	*Tean*	Tuesday, 13th, 3.00 P M
Haiphong	*Hanoi*	Wednesday, 14th, 9.00 A M
Swatow, Amoy, Anping and Takao	*Soshu Maru*	Wednesday, 14th, 9.00 A M
Sandakan	*Mausang*	Wednesday 14th, 10.00 A M
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin Melbourne, Adelaide, Perth, and Fremantle	*Taiyuan*	Wednesday, 14th, 11.00 A M
Shanghai	*Loksang*	Wednesday, 14th, 11.00 A M
Haiphong	*Signal*	Wednesday, 14th, 11. 0 A M
Singapore	*Hipsang*	Wednesday, 14th, 11.00 A M
Macao	*Sui Tai*	Wednesday, 14th, 1.15 P M
Moji, Nagasaki, Kobe, Yokohama, Manzanillo and Guaymas (Mexico)	*Large Law*	Wednesday, 14th, 3.00 P M
Swatow, Chefoo and Newchwang	*Kwangse*	Wednesday, 14th, 3.00 P M
Swatow, Tsintau, Weihaiwei, and Tientsin	*Huichow*	Wednesday, 14th, 3.00 P M
Swatow	*Helene*	Thursday, 15th, 8.00 A M
EUROPE, &c., India via Tuticorin	*Derflinger*	Thursday, 15th, Registration 8.00 A M; Thursday, 15th, Letters ... 9.00 A M
Macao	*Sui Tai*	Thursday, 15th, 1.15 P M
Shanghai	*Linan*	Thursday, 15th, 3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 16th, 10.00 A M
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE	*China*	Friday, 16th, Printed Matter and Samples... 11.00 A M; Registration ... 10.15 A M (Registration, with late fee of 10 cents, up to 11.00 A.M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee Letters ... NOON
Manila, Cebu, Iloilo, Yap, Maroun, Friedrich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	*Coblenz*	Friday, 16th, 5.00 P M
Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Callao, Iquique, Valparaiso and Coronel	*Hongkong Maru*	Saturday, 17th, 11.00 A M
Shanghai, Yokohama and Kobe	*Persia*	Saturday, 17th, 11.00 A M
Manila, Cebu and Iloilo	*Loongsang*	Saturday, 17th, 1.00 P M
Shanghai SIBERIAN MAIL TO EUROPE	*Chinhwa*	Saturday, 17th, Registration 5.00 P M; Letters 6.00 P M
Haiphong	*Sunghiang*	Sunday, 18th, 9.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 20th, 10.00 A M
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Tonkin*	Tuesday, 20th, Printed Matter and Samples... 10.00 A M; Registration ... 10.00 A M (Registration, with late fee of 10 cents up to 10.45 A.M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria, B.C., and Seattle, Wash.	*Inaba Maru*	Tuesday, 20th, 3.00 P M
Manila, Cebu and Iloilo	*Rubi*	Tuesday, 20th, 3.00 P M
Manila, Cebu and Iloilo	*Kaifong*	Tuesday, 20th, 3.0 P M
Singapore, Penang and Colombo	*Atsuta Maru*	Tuesday, 20th, 5.00 P M
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	*Aldenham*	Saturday, 24th, 10.00 A M

COMMERCIAL.

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EXCHANGE

CLOSING QUOTATIONS.

	June 12th.
ON LONDON :—	
Telegraphic Transfer	1/9 11/16
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/9 13/16
Bank Bills, at 4 months' sight	1/9⅞
Credits, at 4 months' sight	1/10 1/16
Documentary Bills 4 months' sight	1/10 3/16
ON PARIS :—	
Bank Bills, on demand	229
Credits, at 4 months' sight	233
ON GERMANY :—	
On demand	185
ON NEW YORK :—	
Bank Bills, on demand	44⅛
Credits, at 60 days' sight	45⅛
ON BOMBAY :—	
Telegraphic Transfer	135¾
Bank, on demand	136
ON CALCUTTA :—	
Telegraphic Transfer	135¾
Bank, on demand	136
ON SHANGHAI :—	
Bank, at sight	74⅞
Private, 30 days' sight	75½
ON YOKOHAMA :—On demand	88¾
ON MANILA :—On demand—Pesos—	89
ON SINGAPORE :—On demand	77⅞
ON BATAVIA :—On demand	108¾
ON HAIPHONG :—On demand	1½ % pm.
ON SAIGON :—On demand	1 % pm.
ON BANGKOK :—On demand	84¾
SOVEREIGNS, Bank's Buying Rate	$10.95
GOLD LEAF, 100 fine, per tael	$57.20
BAR SILVER, per oz.	24½d.

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$7.30 discount.
Chinese	10 "	$7.65 "
Hongkong	20 "	$7.28 "
Hongkong	10 "	$7.45 "

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca

A LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT $4.20 AND $2.80 PER 100

FROM ALL TOBACCONISTS.

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SHARE LIST.—QUOTATIONS. HONGKONG, JUNE 12TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$890, sellers; £87.
National Bank of China, Limited	99,925	£7	£6	$30, buyers
China Borneo Company, Limited	60,000	$12	all	$9.
China Light and Power Company, Limited	50,000	$5	all	$1.15.
	50,000	$1	all	
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	all	$6¾, buyers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 83.
Hongkong Cotton Spinning Co., Ld	125,000	$10	all	$4, buyers
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	all	Tls. 47.
Laou-Kung-Mow C. Spin.&Weav.Co.,Ld	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	$7½	$6	$20½, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$48, buyers
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$54, buyers
New Amoy Dock Co., Limited	10,000	$6¼	all	$7¾, buyers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	all	Tls. 62.
Shanghai and Hongkew Wharf Co., Ld.	35,000	Tls. 100	all	Tls. 87.
Fenwick & Co., Limited	18,000	$25	all	$4½.
Green Island Cement Co., Limited	400,000	$10	all	$3¾, sellers
Hongkong and China Gas Co., Limited	7,000	£10	all	$195.
Hongkong Electric Co., Limited	60,000	$10	all	$21½.
Hongkong Hotel Company, Limited	12,000	$50	all	$115, buyers
	8,000		$25	$75.
	15,000	Ps. 10	all	$11, sellers
Manila Metropole Hotel Limited	50,00	$25	all	$180, sellers
Hongkong Ice Company, Limited	60,000	$10	all	$17.
Hongkong Rope Manufacturing Co., Limited	15,000	$10	$7	$7½, buyers
H'kong & South China Steam Fisheries Co., Ld.				
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	$250	$50	$177½, buyers
China Fire Insurance Co., Limited	20,000	$100	$20	$119, buyers
China Traders Insurance Co., Limited	24,000	$83.33	$25	$105.
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$325, buyers
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 156, buyers
Union Insurance Society, Limited	12,400	$250	$100	$815, sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$192, buyers
LAND AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	all	$94.
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$6½, buyers
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
West Point Building Co., Limited	12,500	$50	all	$47.
MINING.—				
Société Française des Charb'ges du Tonkin	16,000	Fcs. 250	all	$700.
Raub Australian Gold Mining Co., Ld.	200,000	£1	all	$2, sellers
Peak Tramways Co., Limited	25,000	$10	all	$12½.
	50,000	$10	$1	$1, buyers
Philippine Co., Limited	75,000	$10	all	$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	$100	all	$80.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$18½.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld.	30,000	$25	all	$10¾, buyers
Douglas Steamship Co., Limited	20,000	$50	all	$19.
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	all	$30½, buyers
Indo-China Steam Navigation Co., Ld	60,000 pref.	£5	all	67. sel. L'don. £6.10/-
	60,000 def.			
Shell Transport & Trading Co., Limited	2,500,000	£1	all	90/-
Star Ferry Company, Limited	10,000	$10	all	$24¾.
	10,000	$10	$5	$15½.
South China Morning Post, Limited	6,000	$25	all	$25.
Steam Laundry Company, Limited	20,000	$5	all	$6½, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	$10	all	$9, buyers
Wm. Powell, Limited	15,000	$7	all	$3, buyers
Watkins, Limited	10,000	$10	all	$3, sellers
A. S. Watson & Co., Limited	90,000	$10	all	$5, ex div.
Weissmann, Limited	3,000	$10	all	$12, buyers
H. Price & Co., Ltd.	15,000	$10	all	$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$4	$10.
	100 fders	$10	all	$300.
Union Waterboat Co., Limited	50,000	$10	all	$6¾.

Daily Wire

RUBBER.—

Para Rubber in London ... 4/1½ per lb., sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share-Brokers.*

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Milkmaid BRAND Milk

QUARANTEED FULL CREAM.

LARGEST SALE IN THE WORLD.

TRADE MARK.

Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.
$2.30.....Per Doz. Tins.
$9.00.....Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co
EWAN TYE, Queen's Road Central.
CHEONG TYE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road.

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MILD MELLOW MATURE.

"King George IV" Liqueur Whisky

The Distillers Company Ltd. Edinburgh.

SOLE AGENTS:—

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

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TO-MORROW

10 A.M.—Auction of Naval and Victualling Stores at Naval Yard.

FORTHCOMING EVENTS.

Saturday, 17th June—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel, NOON.

Monday, 19th June—Auction of Crown Land at West of Pokfulam Road, by Public Works Dept. 3 P.M.

Monday, 19th June—Auction of Very Valuable Leasehold Property at Sales Rooms, by Messrs. Hughes & Hough, 3 P.M.

Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ld., 12.30 P.M.

OPIUM.

—:o:—

May 16th.

Quotations are :—

Malwa New	$2,250/2,300	per picul.
Malwa Old	$2,320/2,350	"
Malwa Older	$2,370/2,390	"
Malwa V. Old	$2,42 /2,450	"
Persian fine quality	$1,125	"
Persian extra fine	$2,025	"
Patna New	$2,375	per chest.
Patna Old		"
Benares New	$2,375	"
Benares Old	$2,325	"

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THE BEST METALLIC FILAMENT LAMP MADE.

PRICES REDUCED FROM 1ST JUNE.

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1st **PAYING** its own cost in 150 hours' burning by the reduction in Electric Light bills.

2nd **LONG LIFE**, the average being 3,000 hours without blackening or taking more current.

3rd **LOW CONSUMPTION**, the average being 1 Watt per Candle-power as against 4 Watts for the Ordinary Carbon Lamp.

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14, DES VŒUX ROAD CENTRAL.

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